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PLIPUE BALAWA

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STOCKS

IN PERCENTAGE

EXPENSES

IN DOLLARS

IN DOLLARS

IN DOLLARS

IN PERCENTAGE

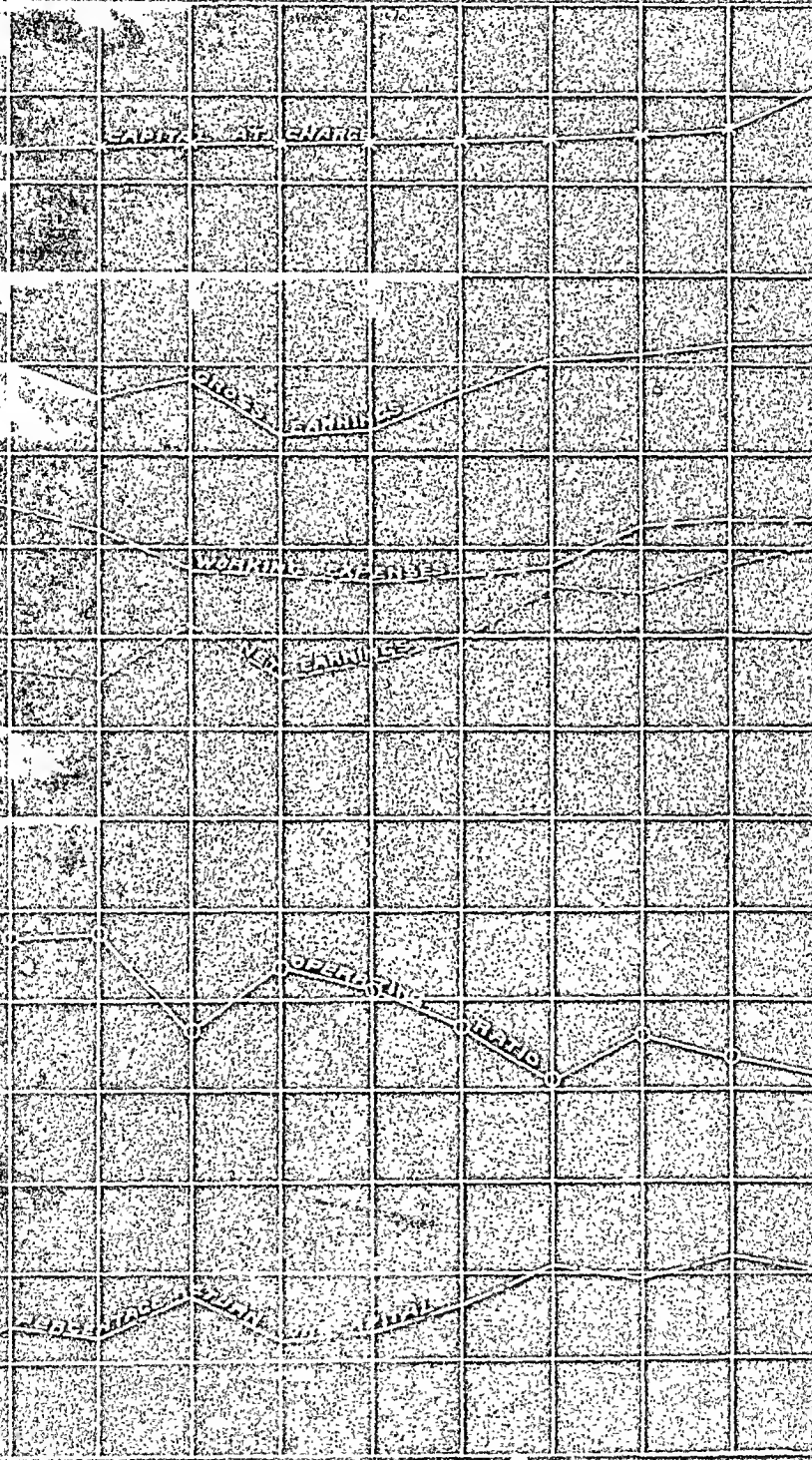
IN PERCENTAGE

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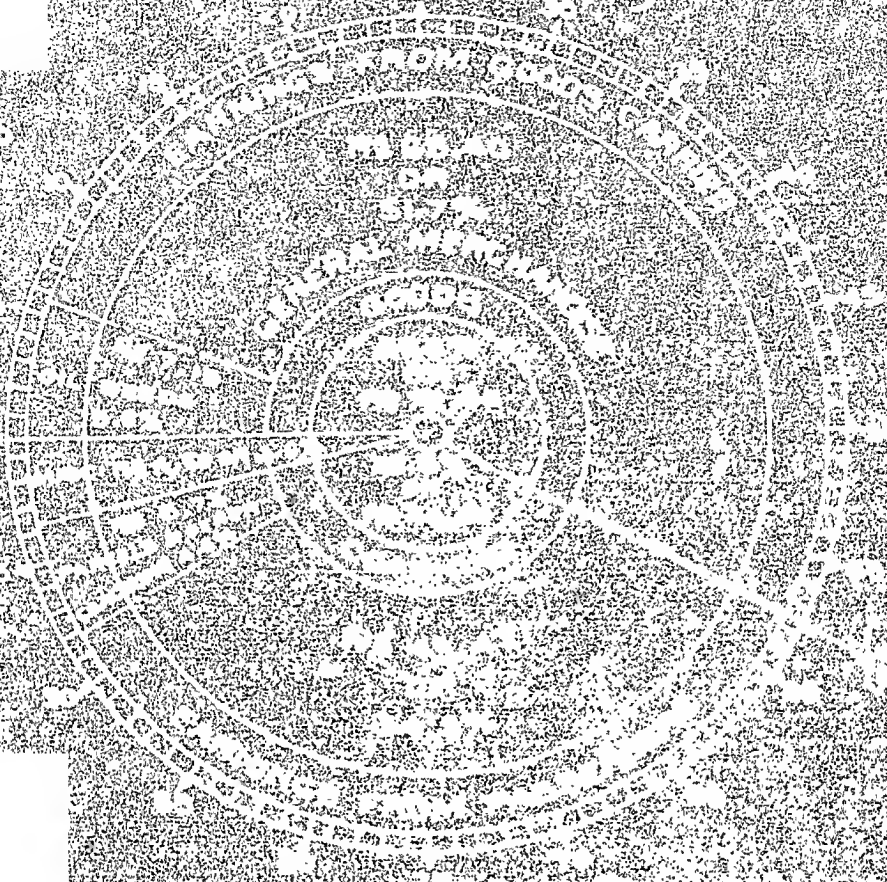
PERCENTAGES

JODHPUR RAILWAY

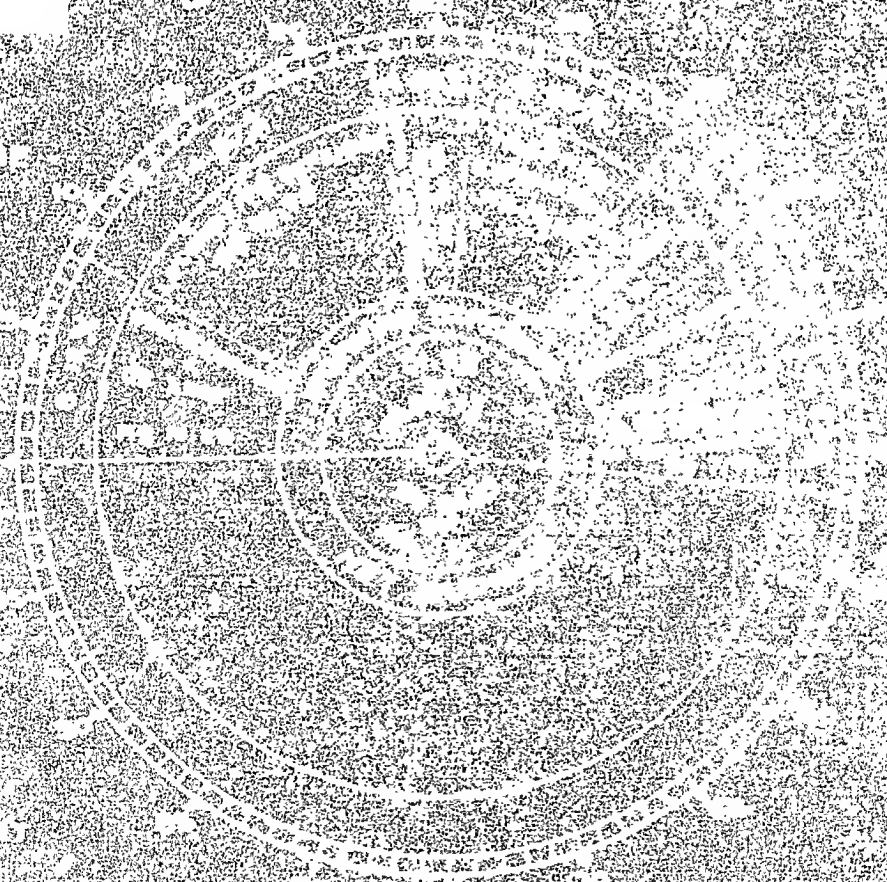
1947-48

FIGURES IN THOUSANDS

RECEIPTS (IN THOUSANDS)



EXPENDITURE (IN THOUSANDS)

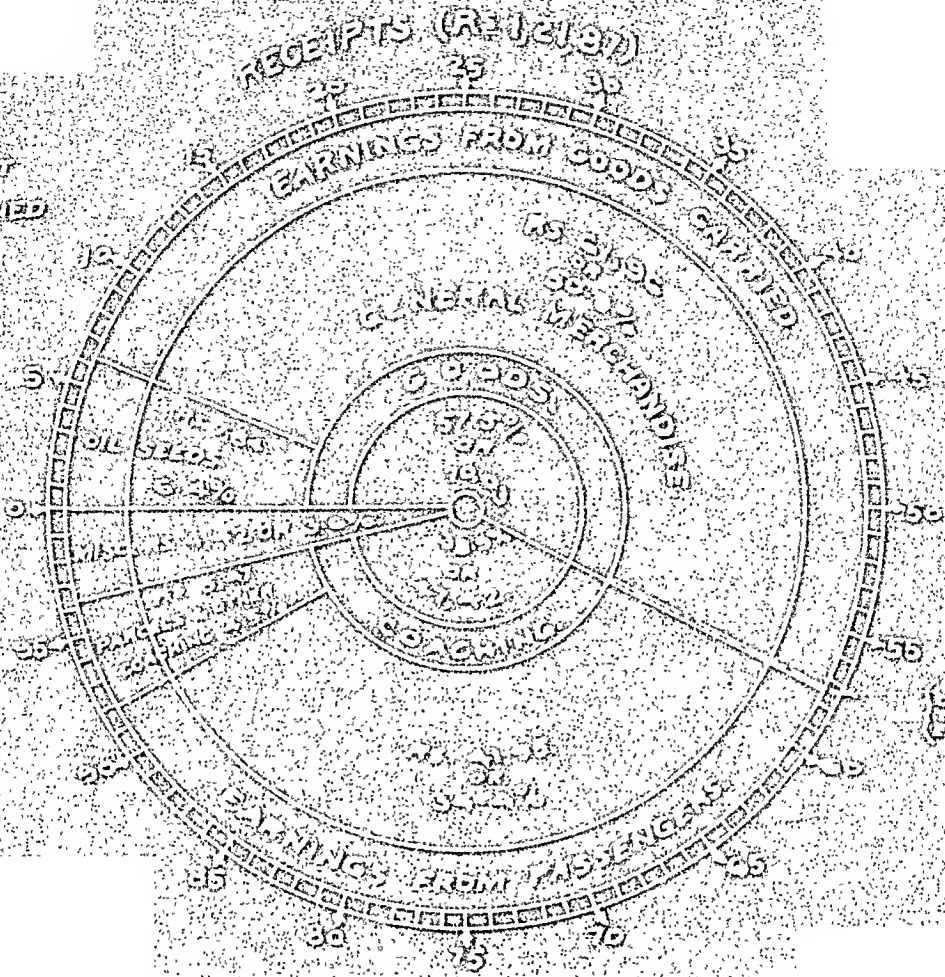


JODHPUR RAILWAY

1966-67

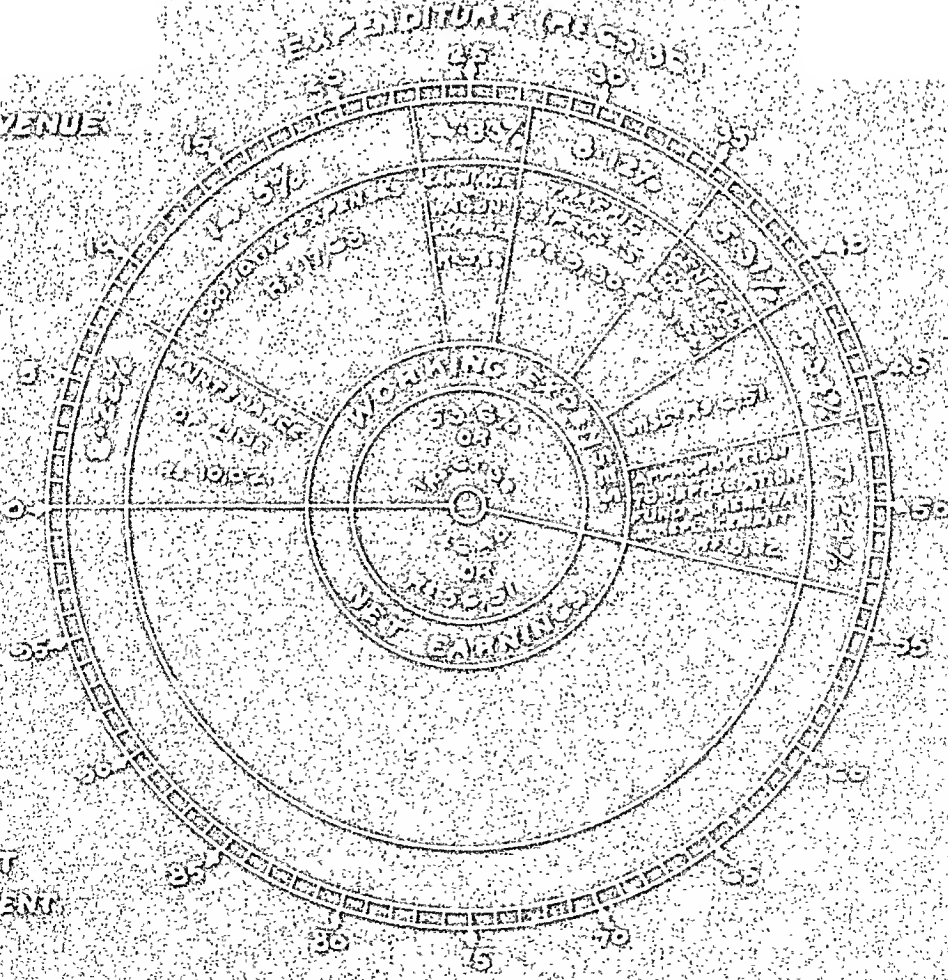
FIGURES IN THOUSANDS

HOW IT
WAS EARNED



FIGURES
IN THOUSANDS
ONLY

REVENUE



HOW IT
WAS SPENT

Prepared by
Jodhpur Railway
1966-67

Jodhpur Railway.

FROM

MAJOR J. W. GORDON, C. I. E., O. B. E.,

MANAGER,

Jodhpur Railway.

TO

THE SECRETARY,

RAILWAY BOARD,

Simla.

Jodhpur, dated 22nd June 1938.

SIR,

I have the honour to submit herewith my report for the Financial year 1937-38 on the general administration and Financial results of the Jodhpur Railway comprising the Jodhpur Railway (Jodhpur Section), Jodhpur-Hyderabad Railway (British Section) and Mirpurkhas Khadro Railway.

ANNUAL REPORT.

CHAPTER I.

General Review.

1. The following statement brings into prominence the more important features of the operation of Jodhpur Railway during the year 1937-38 together with similar information for the year 1936-37.

Particulars.	JODHPUR RAILWAY.	
	1936-37	1937-38
Mileage Open—		
1. Single Line	1,054·96	1,054·96
2. Double Line	Nil.	Nil.
3. Total route mileage	1,054·96	1,054·96
4. Total track mileage	1,230·66	1,234·02
Capital and Revenue earnings and expenditure—		
5. Total capital outlay including suspense on open line	Rs 5,22,26,593	Rs. 6,06,35,569
6. Gross earnings	1,21,87,339	1,26,64,827
7. Gross earnings per train mile	5·61	5·77

Particulars.	JODHPUR RAILWAY.	
	1936-37.	1937-38.
8. Working expenses	65,36,327	65,78,379
9. Working expenses per train mile ..	3.01	3.00
10. Net earnings	56,51,012	60,86,448
11. Percentage of total working expenses to gross earnings	53.6	51.9
12. Percentage of net earnings on total capital outlay on open line	10.8	10.04
Equipment—		
	No.	No.
13. Locomotives	107	107
14. Passenger carriages	259	267
15. Other passenger carriages	83	83
16. Goods stock	2,694	2,697
17. Motor Inspection trollies	7	7
17 (a) Rail motor car for inspection ..	..	1
Passenger Traffic—		
18. No. of passengers carried	4,790,935	4,926,054
	Miles.	Miles.
19. Passenger miles	202,683,102	209,817,097
20. Average journey	42.3	42.6
21. Earnings from passengers carried excluding refunds	Rs. 41,94,986	Rs. 43,46,737
	Pies.	Pies.
22. Average rate charged per passenger per mile.	3.98	3.98
	Rs.	Rs.
23. Total coaching earnings	47,42,464	49,19,776
Goods Traffic—		
	Tons.	Tons.
24. Number of tons carried	1,296,206	1,296,762
	Miles.	Miles.
25. Net ton miles	189,122,383	184,333,381
26. Average haul	145.9	142.1
	Rs.	Rs.
27. Earnings from tonnage carried ..	69,79,624	72,54,418
28. Average rate charged for carrying a ton of goods one mile	Pies. 7.10	Pies. 7.56
	Rs.	Rs.
29. Total Goods earnings	70,02,568	72,84,832
30. Miscellaneous earnings	4,42,307	4,60,219
	No.	No.
31. Number of employees on 31st March, 1938.	7,645	8,213
32. Number of stations on 31st March 1938 ..	157	158

CHAPTER II.

Financial Results.

2. Capital invested and return thereon.—The statement below exhibits capital invested, return on Capital Outlay, Gross Earnings, Net Earnings and Operating Ratio of each of the following Railways comprising the system, at the close of the year 1937-38 with similar figures for the previous year.

Railways.	Years.	Total capital outlay including construction and suspense.	Total capital outlay on open line including suspense.	Return on capital outlay given in column 3	Gross Earnings.	Net Earnings.	Operating Ratio.
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Jodhpur Railway. (Jodhpur Section.)	{ 1936-37 1937-38	4,73,76,071 4,78,80,749	4,19,65,309 4,78,23,355	8.46 8.97	82,44,984 85,26,722	40,09,751 42,92,819	51.4 49.7
Jodhpur-Hyderabad Railway (British Section) ..	{ 1936-37 1937-38	1,15,66,215 1,18,41,075	93,02,679 1,18,41,075	13.1 14.0	37,26,507 39,16,488	15,11,752 16,60,659	59.4 57.6
Mirpurkhas-Khadro Railway ..	{ 1936-37 1937-38	9,58,605 9,71,139	9,58,605 9,71,139	13.5 13.7	2,15,848 2,21,617	1,29,509 1,32,970	40.0 40.0
Total ..	{ 1936-37 1937-38	5,99,00,891 6,06,92,963	5,22,26,593 6,06,35,569	9.43 10.03	1,21,87,339 1,26,64,827	56,51,012 60,86,448	53.6 51.9

3. Passenger Traffic and Earnings.—The earnings from passenger traffic of the several Railways amounted to Rs. 43,46,737/- in the year under review as compared with Rs. 41,94,986/- in the previous year, resulting in an increase of Rs. 1,51,751/-.

The statement below shows the number of and earnings from passengers carried by classes for the different Railways.—

RAILWAYS.	CLASS.	NUMBER.				EARNINGS.			
		1936-37 No.	1937-38 No.	Increase. No.	Decrease. No.	1936-37 Rs.	1937-38 Rs.	Increase. Rs.	Decrease Rs.
Jodhpur Railway (Jodhpur Section) ..	1st	3,182	3,538	354	..	42,834	49,964	7,130	..
	2nd	18,942	19,090	148	..	1,29,561	1,33,086	3,525	..
	Inter.	43,475	40,564	..	2,911	63,006	67,249	4,243	..
Jodhpur-Hyderabad Railway (British Section) ..	3rd	2,297,349	2,449,661	152,312	..	23,61,310	24,68,487	1,07,177	..
	1st	1,607	1,660	53	..	13,151	13,346	195	..
	2nd	19,013	19,986	973	..	59,109	63,067	3,958	..
Mirpurkhas Khadro Railway ..	Inter.	133,281	133,490	209	..	1,01,343	1,06,496	5,153	..
	3rd	2,238,436	2,302,800	64,364	..	13,01,470	13,25,368	23,898	..
	1st	41	32	..	9	275	149	..	126
Mirpurkhas Khadro Railway ..	2nd	837	728	..	109	1,560	1,315	..	245
	Inter.	7,001	7,854	853	..	5,059	5,185	126	..
	3rd	207,478	213,349	5,871	..	1,16,308	1,13,025	..	3,283

The increases on J. and J. H. Railways are mainly due to improved local traffic. The decrease in the number of passengers and the increase in earnings in the Inter Class on the J. Railway is due to longer distance traffic.

The decrease on the Khadro branch in the number of First and Second class passengers as well as in earnings is trivial and calls for no remarks. The increase in the number of Third class passengers and the decrease in earnings thereon is due to short distance traffic on the local Mirpurkhas Khadro branch. This appears due to the fact that motor bus services from (1) Sanghar to Shahdadpur *via* Jhol village (2) Sanghar to Shahdadpur *via* Jhol and Sinjhora villages and (3) Khadro station to Nawabshah are running and thereby most of the traffic between the Khadro branch and *via* Hyderabad (Sind) has been diverted by the road route.

(4) Goods Traffic and Earnings.—The total earnings from goods traffic of the several Railways amounted to Rs. 72,54, 418/- as compared with Rs. 69,79,624/- in the previous year. The increase is, therefore, Rs. 2,74,794/-.

The tonnage carried in the year under review is 1,296,762 against 1,296,206 in the previous year, *i.e.* an increase of 566 tons.

The following table shows tons carried and earnings derived therefrom for the various Railways.—

RAILWAYS.	TONS CARRIED.				EARNINGS.			
	1936-37.	1937-38.	In-crease.	De-crease.	1936-37. Rs.	1937-38. Rs.	In-crease. Rs.	De-crease. Rs.
Jodhpur Ry. (J. Section) ..	973,455	973,514	59	..	48,28,522	49,58,852	1,30,360	..
Jodhpur-Hyderabad Railway (British Section). }	638,588	595,461	..	43,127	20,07,024	22,02,043	1,35,019	..
Mirpurkhas Khadro Railway.	87,481	40,969	3,488	..	84,078	93,493	9,415	..

Tables below give the tonnage hauled and the earnings thereof for certain commodities during the year under review with similar figures for the year 1936-37 for the whole system, Jodhpur Railway (J. Section) and J. H. Ry. including M. K. B. Ry. (British Section) separately.

The explanations of increases and decreases are given for the whole system.

The table below gives the tonnage hauled and the earnings thereof for certain commodities during the year under review together with similar figures for the year 1936-37.

(Whole system).

Commodities.	1936-37.	1937-38.	1936-37.	1937-38.	D I F F E R E N C E .			
	Tons.	Tons.	Rs.	Rs.	Tons.		Rupees.	
					Increase	Decrease	Increase	Decrease
Fuel.—								
1. Coal and coke and patent fuel.—								
(a) For the Public ..	25,816	28,213	59,603	75,096	2,397	..	15,493	..
(b) For Foreign Railways and Home Line construction ..	8,252	7,901	11,521	8,996	..	291	..	2,525
(c) Total ..	34,068	36,174	71,124	84,092	2,108	..	12,968	..
2. Oil fuel ..	5,043	5,872	1,03,949	1,22,794	929	..	18,845	..
3. Firewood and other fuel.	13,218	14,794	27,983	32,521	1,576	..	4,538	..
Heavy Merchandise.—								
4. Rice in the husk ..	1,310	756	6,530	3,983	..	554	..	2,547
5. Rice not in the husk ..	25,011	24,610	1,91,715	1,96,561	..	401	4,846	..
6. Gram and pulse ..	72,234	63,792	5,37,454	4,52,078	..	8,442	..	85,376
7. Wheat ..	62,115	101,743	3,13,720	5,37,188	39,628	..	2,23,418	..
8. Jawar and Bajra ..	12,065	29,220	80,144	1,79,184	17,155	..	98,980	..
9. Other Grains ..	27,158	27,277	1,96,214	1,94,366	119	..	..	1,848
10. Marble and stone ..	111,582	114,448	3,50,515	3,80,826	2,866	..	30,311	..
11. Salt ..	61,520	56,084	2,86,554	2,65,625	..	5,496	..	20,929
12. Sugar, refined and un-refined ..	36,524	34,050	3,12,579	3,02,778	..	1,874	..	9,801
13. Wood unwrought ..	7,025	6,836	37,435	32,313	..	189	..	5,122
14. Metallic Ores ..	..	..	9	2	..	..	..	7
15. Oil seeds ..	83,039	78,669	7,83,425	7,14,620	..	4,370	..	68,805
16. Cotton raw pressed ..	50,045	49,580	5,52,102	5,04,962	..	465	..	47,140
17. Petrol (in bulk) ..	3,323	4,012	1,51,038	1,80,667	689	..	29,599	..
18. Kerosene oil (in bulk) ..	1,226	1,220	31,354	29,279	..	6	..	2,075
19. Molasses (in bulk) ..	..	..	..	..	..	..	..	..
20. Total heavy Merchandise	551,177	592,897	4,30,868	39,74,382	38,720	..	1,43,514	..
Light Merchandise.—								
21. Cotton raw unpressed ..	33,433	31,719	1,55,296	1,88,726	..	1,714	33,430	..
22. Cotton Manufactured ..	13,272	13,789	1,82,509	1,90,519	517	..	8,010	..
23. Fodder ..	13,503	18,492	70,729	88,620	4,989	..	17,491	..
24. Fruits and vegetables Fresh ..	8,953	10,350	60,735	70,259	1,397	..	9,524	..
25. Gur, Jaggrec, Molasses etc. (not in bulk) ..	21,953	19,782	2,17,351	1,82,976	..	2,171	..	34,375
26. Jute Raw ..	46	47	218	197	1	..	..	21
27. Iron and steel wrought ..	18,642	16,766	2,33,279	2,18,046	..	1,876	..	15,233
28. Kerosene oil in tins ..	7,705	8,045	1,61,775	1,70,706	340	..	8,931	..
29. Petrol in tins ..	1,271	1,434	38,549	42,008	163	..	3,459	..
30. Tobacco ..	4,133	4,751	67,619	75,647	618	..	8,068	..
31. Provisions ..	16,903	19,929	1,07,788	2,31,203	3,026	..	33,415	..
32. Manures (all kinds) ..	105	144	266	283	39	..	17	..
33. Total light Merchandise.	139,919	145,248	13,86,114	14,59,330	5,329	..	73,116	..
34. Other Commodities ..	131,582	139,865	11,99,959	12,32,718	8,283	..	32,759	..
35. Total general merchandise	825,678	878,010	64,16,941	66,66,330	52,332	..	2,49,889	..
36. Military Traffic ..	631	412	10,518	8,183	..	219	..	2,335
37. Live stock ..	875	1,837	11,053	22,692	962	..	11,639	..
38. Railway Materials for foreign Railways and home line construction.	158,732	133,099	1,05,608	80,038	..	25,633	..	25,540
39. Materials and stores on Revenue Accounts ..	..	..	..	..	..	..	..	..
(a) Fuel ..	65,512	68,811	1,56,914	1,67,118	3,299	..	10,204	..
(b) General Stores and Materials ..	192,449	157,653	75,534	70,620	..	34,796	..	4,914
(c) Total ..	257,961	226,464	2,32,448	2,37,738	..	31,497	5,290	..
40. Total all commodities ..	1,296,206	1,296,762	69,79,624	72,54,418	556	..	2,74,794	..

The table below gives the tonnage hauled and the earnings thereof for certain commodities during the year under review together with similar figures for the year 1936-37.

Jodhpur Railway (J. Section.)

Commodities.	1936-37.	1937-38.	1936-37.	1937-38.	D I F F E R E N C E .			
	Tons.	Tons.	Rs.	Rs.	Tons.		Rupees.	
					Increase	Decrease	Increase	Decrease
Fuel.—								
1. Coal and Coke and patent fuel:—								
(a) For the Public ..	24,027	27,673	49,014	63,014	3,646	..	14,030	..
(b) For Foreign Railways and Home Line construction.	8,253	7,961	11,521	8,996	..	292	..	2,525
(c) Total ..	32,280	35,634	60,535	72,040	3,354	..	11,505	..
2. Oil fuel ..	3,999	4,721	72,125	85,385	722	..	13,260	..
3. Firewood and other fuel.	5,715	5,978	13,253	14,190	263	..	937	..
Heavy Merchandise.—								
4. Rice in the husk ..	264	256	819	684	..	8	..	135
5. Rice not in the husk ..	8,095	9,077	76,221	85,201	982	..	8,980	..
6. Gram and pulse ..	70,800	62,535	4,45,597	3,83,605	..	8,265	..	61,992
7. Wheat ..	21,289	28,614	1,15,813	1,57,428	7,325	..	41,615	..
8. Jawar and Bajra ..	8,762	26,778	63,318	1,65,034	18,016	..	1,11,706	..
9. Other Grains ..	26,091	26,261	1,64,070	1,64,731	170	..	661	..
10. Marble and Stone ..	110,163	113,254	3,43,128	3,66,721	3,091	..	23,593	..
11. Salt ..	57,096	53,510	2,66,226	2,53,148	..	3,586	..	13,078
12. Sugar, refined and unrefined ..	32,549	30,698	2,32,982	2,22,526	..	1,851	..	10,456
13. Wood unwrought ..	5,324	4,767	25,606	21,344	..	557	..	4,262
14. Metallic Ores ..	2	..	6	..	..	2	..	6
15. Oil seeds ..	71,727	65,427	5,45,759	5,03,352	..	6,300	..	42,407
16. Cotton raw pressed ..	16,242	18,472	2,59,201	2,39,959	2,230	..	..	19,242
17. Petrol (in bulk) ..	3,304	3,963	1,02,311	1,22,031	659	..	10,720	..
18. Kerosene oil (in bulk) ..	1,227	1,051	23,013	20,810	..	176	..	2,173
9. Molasses (in bulk) ..	..	..	..	..	..	..	..	..
20. Total heavy merchandise.	432,935	444,663	26,54,070	27,06,654	11,728	..	52,584	..
Light Merchandise.—								
21. Cotton raw unpressed ..	592	456	5,270	4,692	..	136	..	578
22. Cotton manufactured ..	10,753	11,438	1,31,801	1,37,023	685	..	5,222	..
23. Fodder ..	12,195	17,279	64,234	83,216	5,034	..	18,982	..
24. Fruits and vegetables fresh	6,774	7,935	43,431	50,130	1,161	..	6,699	..
25. Gur, Jaggree, Molasses etc. (not in bulk) ..	21,605	19,422	2,06,382	1,75,211	..	2,183	..	31,171
26. Jute raw ..	37	45	162	184	8	..	22	..
27. Iron and steel wrought ..	13,323	12,226	1,54,354	1,46,331	..	1,097	..	8,023
28. Kerosene oil in tins ..	6,230	6,494	1,10,975	1,17,285	264	..	6,310	..
29. Petrol in tins ..	957	982	24,907	26,769	25	..	1,862	..
30. Tobacco ..	3,390	3,916	47,919	54,692	526	..	6,773	..
31. Provisions ..	11,430	13,692	1,31,849	1,55,797	2,262	..	23,948	..
32. Manures (all kinds) ..	75	121	229	230	46	..	1	..
33. Total light merchandise	87,361	94,006	9,21,513	9,51,560	6,645	..	30,047	..
34. Other commodities ..	104,533	107,973	8,29,744	8,41,620	3,440	..	11,876	..
35. Total General merchandise ..	624,829	646,642	44,05,327	44,99,834	21,813	..	94,507	..
36. Military Traffic ..	661	411	7,040	5,581	..	250	..	1,459
37. Live stock ..	847	1,328	10,043	22,059	981	..	12,016	..
38. Railway Materials ..	113,044	88,601	66,476	58,465	..	24,440	..	8,011
39. Materials and stores on revenue accounts—								
(a) Fuel ..	64,543	68,268	1,41,489	1,49,257	3,725	..	7,768	..
(b) General Stores and materials ..	127,537	121,428	52,234	52,071	..	6,109	..	163
(c) Total ..	192,080	189,696	1,93,723	2,01,328	..	2,384	7,605	..
40. Total all commodities ..	973,455	973,514	48,28,522	49,58,882	59	..	1,30,360	..

Item 10.—Marble and Stone includes.—

	1936-37.	1937-38.	1936-37.	1937-38.
	Tons.	Tons.	Rs.	Rs.
(a) Marble Stone ..	8,165	8,848	34,505	32,040
(b) Other Stone ..	90,308	90,445	2,67,668	2,85,202
(c) Gypsum ..	11,690	13,961	40,955	49,479

113,254

3,66,721

The table below gives the tonnage hauled and the earnings thereof for certain commodities during the year under review together with similar figures for the year 1936-37.

J. H. Ry. including M. K. B. (British Section.)

Commodities.	1936-37.	1937-38.	1936-37.	1937-38.	DIFFERENCE.			
	Tons.	Tons.	Rs.	Rs.	Tons.		Rupees.	
					Increase	Decrease	Increase	Decrease
Fuel.—								
1. Coal and Coke and patent fuel —								
(a) For the Public ..	9,608	11,923	10,589	12,052	2,315	..	1,463	..
(b) For Foreign Railways and Home line construction ..	..	..	..	..	..	..	..	..
(c) Total ..	9,608	11,923	10,589	12,052	2,315	..	1,463	..
2. Oil Fuel ..	4,816	5,663	31,824	37,409	847	..	5,585	..
3. Firewood and other fuel.	10,066	12,237	14,730	18,331	2,171	..	3,601	..
Heavy Merchandise.—								
4. Rice in the husk ..	1,377	805	5,711	3,299	..	572	..	2,412
5. Rice not in the husk ..	26,166	25,502	1,15,494	1,11,360	..	664	..	4,134
6. Gram and pulse ..	29,770	21,619	91,857	68,473	..	8,151	..	23,384
7. Wheat ..	63,693	94,485	1,97,907	3,79,710	40,792	..	1,81,803	..
8. Jawar and Bajra ..	6,820	3,858	26,876	14,100	..	2,962	..	12,776
9. Other Grains ..	9,547	8,092	32,144	29,635	..	1,455	..	2,509
10. Marble and Stone ..	2,936	5,664	7,387	14,105	2,728	..	6,718	..
11. Salt ..	4,644	2,726	20,328	12,477	..	1,918	..	7,851
12. Sugar, refined and unrefined ..	28,145	28,408	79,597	80,252	263	..	655	..
13. Wood unwrought ..	3,456	2,963	11,829	10,969	..	493	..	860
14. Metallic Ores ..	1	1	3	2	..	..	..	1
15. Oil Seeds ..	80,540	75,968	2,37,666	2,11,268	..	4,577	..	26,398
16. Cotton Raw Pressed ..	51,122	50,875	2,92,901	2,65,003	..	257	..	27,898
17. Petrol (in bulk) ..	3,324	4,013	48,757	58,636	649	..	9,879	..
18. Kerosene Oil (in bulk) ..	1,147	1,220	8,341	8,439	73	..	98	..
19. Molasses (in bulk) ..	..	..	..	..	..	..	..	..
20. Total Heavy Merchandise	302,698	326,194	11,76,798	12,67,728	23,496	..	90,930	..
Light Merchandise.—								
21. Cotton Raw unpressed ..	32,834	31,307	1,50,026	1,84,034	..	1,527	34,008	..
22. Cotton Manufactured ..	5,863	6,135	50,708	53,496	272	..	2,788	..
23. Fodder ..	2,012	1,572	6,495	5,404	..	440	..	1,091
24. Fruits & vegetables Fresh	3,829	4,337	17,304	20,129	508	..	2,825	..
25. Gur, Jagree, Molasses etc. (not in bulk) ..	3,196	2,398	10,969	7,765	..	798	..	3,204
26. Jute Raw ..	42	3	55	18	..	39	..	43
27. Iron and Steel wrought ..	13,123	12,153	78,925	71,715	..	970	..	7,210
28. Kerosene Oil in tins ..	7,537	7,958	50,800	53,421	421	..	2,621	..
29. Petrol in tins ..	1,103	1,213	13,642	15,239	110	..	1,597	..
30. Tobacco ..	2,004	2,093	19,700	20,995	89	..	1,295	..
31. Provisions ..	9,913	11,432	65,939	75,406	1,519	..	9,467	..
32. Manures (all kinds) ..	15	44	37	53	29	..	16	..
33. Total Light Merchandise.	81,471	80,645	4,64,601	5,07,670	..	826	43,069	..
34. Other Commodities ..	67,825	67,498	3,70,215	3,91,098	..	327	20,883	..
35. Total General Merchandise	451,994	474,337	20,11,614	21,66,496	22,343	..	1,54,882	..
36. Military Traffic ..	645	410	3,478	2,602	..	235	..	876
37. Live Stock ..	75	42	1,010	633	..	33	..	377
38. Railway Materials ..	99,419	60,457	39,132	21,603	..	38,962	..	17,529
39. Materials and Stores on Revenue Accounts.—								
(a) Fuel ..	18,483	20,924	15,425	17,861	2,441	..	2,436	..
(b) General Stores and materials.	80,963	50,437	23,300	18,549	..	30,526	..	4,751
(c) Total ..	99,446	71,361	38,725	36,410	..	28,085	..	2,315
40. Total all commodities ..	676,069	636,430	21,51,102	22,95,536	..	39,639	1,44,434	..

INCREASES.

Coal for the public.—The increase of Rs. 15,493/- is chiefly due to increased traffic from *via* Kuchaman Road to stations on the home line, largely due to increased consumption by Cotton Factories in Sind.

Oil Fuel.—The increase of Rs. 18,845/- is the result of improved Cross Traffic from *via* Hyderabad to *via* Chilo and *via* Hyderabad to *via* Sujangarh due to the expansion of industry. This is a steadily increasing traffic.

Wheat.—The increase of Rs. 2,23,418/- is due to a rise in traffic from the following directions:—

- (1) *Via* Kuchaman Road to *via* Hyderabad.
- (2) „ Chilo to *via* Hyderabad.
- (3) „ „ to „ Marwar Junction.
- (4) „ Kuchaman Road to Jodhpur Railway Stations.
- (5) „ Marwar Junction to Jodhpur Railway Stations.
- (6) „ Chilo to Jodhpur Railway Stations.
- (7) „ Sujangarh to Jodhpur Railway Stations
- (8) Jodhpur-Hyderabad Railway Stations to *via* Hyderabad.
- (9) M. K. B. Ry. Stations to *via* Hyderabad.

This is due to partly to the revival of the movement of the United Provinces wheat to Karachi and better crops in the Bikaner Canal area for exports to Bombay and Karachi and also from Sind stations to Karachi.

The increase would have been greater but for decreases in the following directions:—

- (1) From J. H. Ry. stations to *via* Marwar Junction, and
- (2) Local traffic on Jodhpur Railway (Jodhpur Section).

Jawar and Bajra.—The increase of Rs. 98,990/- is due to the improved movement of traffic from the following directions:—

- (1) *via* Kuchaman Road to *via* Chilo.
- (2) —Do— to „ Sujangarh
- (3) —Do.— to Stations on Jodhpur Railway.
- (4) Local traffic on stations of Jodhpur Railway (Jodhpur Section) and
- (5) *via* Marwar Junction to stations on Jodhpur Railway.

The increase is partly due to greater demand for this commodity in Bikaner and Jodhpur territories.

Marble and Stone.—The increase of Rs. 30,311/- is chiefly due to the following movement of traffic:—

- (1) Jodhpur Railway Stations to *via* Kuchaman Road.
- (2) —Do.— to „ Hyderabad.
- (3) —Do.— to „ Phulad.
- (4) —Do.— to Stations on Jodhpur-Hyderabad Railway.
- (5) Local traffic on stations of Jodhpur Railway (Jodhpur Section).

This is due to increased traffic in gypsum and other stone traffic.

Petrol in bulk and tins.—The combined increase of Rs. 33,058/- is the result of improved traffic from (1) *via* Hyderabad to *via* Kuchaman Road (2) *via* Hyderabad to *via* Phulad (3) *via* Hyderabad to Stations on Jodhpur Railway and (4) *via* Hyderabad to *via* Chilo. This is explained by the ever-increasing number of motor vehicles and aeroplanes.

Cotton Raw un-pressed.—The increase of Rs. 33,430/- is entirely due to cancellation of wagon mile rates with effect from the 1st September 1937, for cotton loose and phutty in local booking between stations in Sind and the introduction of classified rates to be charged on the assumed weights of each type of wagon which was done to facilitate booking and to ensure better loading of wagons.

Cotton Manufactured.—The increase of Rs. 8,010/- is entirely due to improved bookings from (1) *via* Hyderabad to stations on Jodhpur Railway (2) *via* Kuchaman Road to *via* Sujangarh and (3) *via* Marwar Junction to *via* Hyderabad. This is chiefly due to the fact that, "Evelfabrics" mill Bombay in order to encourage small customers quote equal f. o. r. rates all over India and that these small customers generally prefer the speedier and safer transit by rail hence increase in traffic *via* Marwar Junction to *via* Hyderabad.

Fodder.—The variations in booking of fodder depend on a constantly fluctuating local demand according to whether local fodder crops are good or bad. The increase of Rs. 17,891/- is the result of better traffic in the following directions:—

- (1) Local Traffic of Jodhpur Railway (Jodhpur Section).
- (2) *via* Marwar Junction to stations on Jodhpur Railway (Jodhpur Section).
- (3) *via* Sujangarh to *via* Marwar Junction.
- (4) *via* Chilo to *via* Marwar Junction.

Fresh fruits and vegetables. The increase of Rs. 9,524/- is mainly due to petty increases in the following traffic:—

- (1) *via* Kuchaman Road to stations on Jodhpur Railway (Jodhpur Section)
- (2) *via* Marwar Junction to stations on Jodhpur Railway (Jodhpur Section)
- (3) *via* Marwar Junction to stations on Jodhpur-Hyderabad Railway
- (4) *via* Kuchaman Road to *via* Hyderabad
- (5) *via* Kuchaman Road to *via* Chilo
- (6) Local traffic on Jodhpur-Hyderabad Railway stations
- and (7) From Jodhpur Railway stations to stations on Jodhpur-Hyderabad Railway.

Kerosene oil in bulk and tins.— There is a decrease of Rs. 2,075/- in Kerosene oil in bulk and increases of Rs. 8,931/- in Kerosene oil in tins aggregating to a total increase of Rs. 6,856/-. This is due to improved bookings from (1) *via* Hyderabad to *via* Kuchaman Road and (2) *via* Hyderabad to *via* Sujangarh

Tobacco.—The increase of Rs. 8,068/- is due to improved bookings from (1) *via* Marwar Junction to stations on Jodhpur Railway (Jodhpur Section) (2) *via* Marwar Junction to stations on Jodhpur-Hyderabad Railway and (3) *via* Kuchaman Road to *via* Hyderabad.

Provisions.—The increase of Rs. 33,415/- is due to rise in the following traffic :—

- (1) *via* Hyderabad to *via* Kuchaman Road
- (2) *via* Hyderabad to stations on Jodhpur Railway (Jodhpur Section)
- (3) *via* Kuchaman Road to stations on Jodhpur Railway (J. Section)
- (4) *via* Marwar Junction to stations on Jodhpur Railway (Jodhpur Section)
- (5) *via* Sujangarh to stations on Jodhpur Railway (Jodhpur Section)
- (6) *via* Hyderabad to *via* Chilo
- (7) *via* Hyderabad to stations on Jodhpur-Hyderabad Railway.

Live stock.—The increase of Rs. 11,639/- is due to improved (1) Local Jodhpur Railway (Jodhpur Section) traffic and (2) Traffic from *via* Kuchaman Road to stations on Jodhpur Railway (Jodhpur Section).

Fuel on Revenue Account.—The increase of Rs. 10,204/- is due to more coal being used on account of more engine miles being run.

DECREASES.

Gram and Pulse.—The decrease of Rs. 85,376/- is due to falling off in the following directions :—

- (1) *via* Kuchaman Road to *via* Hyderabad
- (2) *via* Chilo to *via* Hyderabad.
- (3) Jodhpur Railway stations to *via* Marwar Junction.

The reason for this is not known at present. The matter is being investigated.

Salt.—The decrease of Rs. 20,929/- is due to falling off in traffic from Pachpadra to stations beyond Kuchaman Road on account of deficiency in output at Pachpadra and lack of demand from the traders.

Sugar refined and un-refined.—The decrease of Rs. 9,801/- is due to decline in traffic from (1) *via* Kuchaman Road to *via* Chilo (2) *via* Kuchaman Road to stations on Jodhpur Railway and (3) from Mirpurkhas Khadro Branch to stations on Jodhpur Railway. (Jodhpur Section).

The decrease would have been still heavier but for the increase from *via* Kuchaman Road to *via* Hyderabad. The consumption of this commodity is largely regulated by the number of marriages celebrated as it is chiefly used in the preparation of wedding feasts. This year there have been less marriages in comparison with previous year and consequently there is decrease in earnings.

Wood unwrought.—The decrease of Rs. 5,122/- is due to falling off in traffic from (1) *via* Hyderabad to stations on Jodhpur Railway (Jodhpur Section) (2) *via* Kuchaman Road to stations on Jodhpur-Hyderabad Railway and (3) *via* Hyderabad to stations on Mirpurkhas Khadro Branch Railway.

Oil seeds.—The decrease of Rs. 68,805/- is due to the following decreases in traffic :—

- (1) From Jodhpur-Hyderabad Railway stations to *via* Hyderabad (Sind).
- (2) From Jodhpur-Hyderabad Railway to *via* Sujangarh.
- (3) „ „ „ „ to *via* Marwar Junction.
- (4) „ *via* Hyderabad (Sind) to stations on Jodhpur-Hyderabad Railway.
- (5) From *via* Kuchaman Road to *via* Hyderabad (Sind).
- (6) „ „ Chilo to stations on Jodhpur Railway.
- (7) „ Mirpurkhas Khadro Branch Railway stations to *via* Hyderabad (Sind).
- (8) From Jodhpur-Hyderabad Railway stations to stations on Jodhpur Railway (Jodhpur Section).
- (9) Local Jodhpur Railway (Jodhpur Section) traffic.

The decrease would have been still greater had it not been counterbalanced by increases in the following *vias*:—

- (1) From Mirpurkhas Khadro Branch Railway stations to stations on Jodhpur Railway (Jodhpur Section).
- (2) Local Jodhpur-Hyderabad Railway stations.
- (3) From Jodhpur-Hyderabad Railway stations to *via* Phulad.
- (4) „ „ „ „ „ „ „ Chilo.
- (5) From Jodhpur-Hyderabad Railway station to *via* Kuchaman-Road.

Cotton Pressed.—The decrease of Rs. 47,140/- is chiefly due to deterioration in traffic from the following directions :—

- (1) Jodhpur-Hyderabad Railway stations to *via* Hyderabad (Sind).
- (2) Mirpurkhas Khadro Branch Railway stations to *via* Hyderabad (Sind).
- (3) Jodhpur Railway stations to *via* Hyderabad (Sind).
- (4) *via* Marwar Junction to *via* Hyderabad (Sind).
- (5) *via* Chilo to *via* Hyderabad (Sind).

The above decreases were partly counterbalanced by increases in the following directions :—

- (1) *via* Kuchaman Road to *via* Hyderabad (Sind).
- (2) Jodhpur-Hyderabad Railway stations to *via* Marwar Junction.

Gur, Molasses, etc. (in bulk).—The decrease of Rs 34,375/- is chiefly due to falling off in traffic from the following directions : —

- (1) *via* Kuchaman Road to stations on Mirpurkhas Khadro Branch railway.
- (2) „ „ „ Jodhpur Hyderabad Railway.
- (3) „ „ „ Jodhpur Railway (Jodhpur Section).
- (4) *via* Hyderabad (Sind) to stations on Jodhpur-Hyderabad Railway.
- (5) *via* Marwar Junction to stations on Jodhpur Railway (Jodhpur Section).

This is partly due to less marriages as detailed under the heading Sugar refined and unrefined.

Iron and Steel.—The decrease of Rs. 15,233/- is due to drop in the following traffic :—

- (1) From *via* Marwar Junction to stations on Mirpurkhas Khadro Branch.
- (2) From *via* Hyderabad (Sind) to stations on Jodhpur-Hyderabad Railway.
- (3) From *via* Hyderabad (Sind) to station on Mirpurkhas Khadro Branch.
- (4) *via* Kuchaman Road to *via* Chilo.
- (5) „ Marwar Junction to *via* Chilo
- (6) „ Hyderabad (Sind) to *via* Chilo
- (7) „ Kuchaman Road to stations on Jodhpur Railway (Jodhpur Section).

The decrease in traffic appears due to prices of iron having risen.

• **Railway Material.**—The decrease of Rs. 25,540/- is partly due to less Railway material carried for foreign Railways *via* Hyderabad (Sind) to *via* Chilo and Sujangarh and partly to less carriage of capital stores for Home line construction.

(5) Analysis of working expenses.—The working expenses of all the Railways comprising the system were Rs. 65,78,379/- in the year under review against Rs. 65,36,327/- in the previous year.

The following table shows the working expenses by Departments :—

Departments.	Works.	WHOLE SYSTEM.			
		1936-37	1937-38	Difference.	
				Increase.	Decrease.
		Rs.	Rs.	Rs.	Rs.
Engineering ..	Maintenance of Way and Works ..	10,02,350	10,28,635	26,285	..
Locomotive ..	Maintenance and renewal of engines, cost of fuel and other expenses attributable to motive power ..	17,68,040	18,07,684	39,644	..
Carriage and Wagon.	Maintenance and renewal of carriage and Wagon stock ..	5,88,465	5,39,368	..	49,097
Traffic ..	Commercial and Transportation ..	9,89,742	10,95,145	1,05,403	..
Agency and others.	Management, Audit, Medical, Stores and Police ..	6,54,306	6,18,426	..	35,880
Miscellaneous.	Law charges, compensation, contribution to P. F. etc., ..	6,51,243	6,99,498	48,255	..
	Total ..	56,54,146	57,88,756	1,34,610	..
	Replacement and Renewals J. R. (J. Section) ..	6,95,875	5,96,853	..	99,022
	Depreciation Fund J. H. R. (British Section) ..	1,86,306	1,92,770	6,464	..
	Grand Total ..	65,36,327	65,78,379	42,052	..

Engineering.—The increase under this head amounts to Rs. 26,285/- as detailed below :—

- (a) General Administration Rs. — 5,206
 (b) Ordinary Repairs and Maintenance .. Rs. + 31,491

(a) *General Administration.*—The decrease of Rs. 5,206/- is due to:—

- (1) Less temporary staff employed in 1937-38 than in 1936-37.
- (2) Special debit having been received in 1936-37 on account of survey charges in connection with factory siding on Jodhpur-Hyderabad Railway being wrongly credited to this head in the previous year instead of to miscellaneous earnings Jodhpur-Hyderabad Railway.

(b) *Ordinary Repairs and Maintenance.*—The increase of Rs. 31,491/- is due to:—

- (1) More expenditure for repairs and maintenance on joint buildings and also replacement of the roof of Tando Jam station in 1937-38.
- (2) Special repairs to staff quarters between Mirpurkhas and Hyderabad (Sind) and also more repair works having been programmed for in 1937-38 than in 1936-37.
- (3) Building of kutcha motor rumps and cattle loading platforms at several stations on Jhudo, Khadro and main line in 1937-38.

- (4) Debit in connection with motor trollies and rail car having been transferred from Abstract 'B' to this head in 1937-38.
- (5) Payment to staff on account of assumed attendance consequent on the introduction of Payment of Wages Act.
- (6) Breaches on Samdari-Raniwara line.
- (7) Casual renewal of ballast.
- (8) Diversion in connection with remedial measures on Samdari Raniwara line in 1937-38 and also annual repairs bill of staff quarters, culverts, bridges and buildings for Raj year, 1936-37 and 1937-38 having been accounted for in the official year 1937-38 due to the change of year from August-July to April-March from 1-4-38.
- (9) Improvements to staff quarters on Jodhpur Railway.
- (10) More works of cleaning and deepening of wells due to scarcity of water having been carried out in 1937-38.
- (11) Repairs to stone pitching on tees on Jawai river bund having been carried out in 1937-38.

The increase was partly counterbalanced by savings due to:—

- (1) Special repairs to reservoirs at Mirpurkhas and Tando Jam in 1936-37.
- (2) Non-completion of certain works due to the shortage of bricks as a result of delay in the acquisition of land for new bricks field.
- (3) Heavier programme of sand trains in 1936-37 than in 1937-38.
- (4) Losses on stores due to re-valuation being less than in the previous year.
- (5) Fewer repairs to platforms in 1937-38.
- (6) Debit to AII-I (b) in connection with certain works in 1936-37 and subsequent credit to this head in 1937-38 by debit to A-IV.
- (7) Less replacement of tools and plant in 1936-37.
- (8) Replacement of fewer icing units of refrigerators and defective wiring in bungalows than in 1936-37.
- (9) Fewer works carried out in 1937-38 than in 1936-37.

Locomotives.—The increase under this head amounts to Rs. 39,643/- as detailed below:—

(a) General administration	Rs. 604
(b) Ordinary repairs and maintenance	+ 3,255
(c) Operating expenses	+ 36,992

(a) *General Administration*.—The decrease of Rs. 604/- is trivial.

(b) *Ordinary Repairs and Maintenance*.—The increase of Rs. 3,255/- is due to:—

- (1) Usual annual increments to staff and more works having been carried out in shops for Sheds.
- (2) Heavy workshop repairs to Engines.

This was partly counterbalanced by the savings due to:—

- (1) Expenditure on account of repairs and maintenance of motor cars and trollies now being debited to Abstract A.
- (2) Special furniture (shelves and almirahs, etc.) having been purchased for L.C.S's office in 1936-37.
- (3) Less expenditure incurred on new minor works in 1937-38.

(c) *Operating expenses*.—The increase of Rs. 36,192/- is due to:—

- (1) More allowances earned by the staff consequent on more engine miles run.
- (2) Increase in rate of coal and firewood.
- (3) More coal having been consumed as a result of more engine miles run.
- (4) Less engines hired to Udaipur Chittor Garh Railway during the year under review and consequently less hire realised in 1937-38 as compared with 1936-37

These excesses were partly counterbalanced by savings due to:—

- (1) Less consumption of water as a result of economy effected on account of scarcity of water.
- (2) Less stores drawn by sheds and also more credits received through D. S. 8's.
- (3) Heavy credits received through stock adjustment account due to re-valuation of stores and sales etc.

Carriage and wagon.—The decrease amounts to Rs. 49,097/- as detailed below:—

			Rs.
(a) General Administration	..	..	—539
(b) Ordinary repairs and maintenance	..	..	—20,422
(c) Operating expenses	..	..	—28,136

(a) *General Administration*.—The saving is trifling.

(b) *Ordinary Repairs and Maintenance*.—The decrease of Rs. 20,422/- is due to:—

- (1) Loco stores drawn in 1937-38.
- (2) Certain materials indented for revenue and subsequently used on capital works and less repairs having been done in Shops
- (3) Less repairs to wagons and also less stores supplied to out-stations.
- (4) Less new minor works undertaken in 1937-38. The above savings were partly counterbalanced by increases due to more repairs having been done to coaching vehicles in Shops during 1937-38.

(c) *Operating expenses*.—The decrease of Rs. 28,136/- is due to :—

- (1) Less stores drawn in 1937-38.
- (2) No tank wagon was taken on hire from foreign Railways.
- (3) Heavy credits received through stock adjustment account due to re-valuation of stores and sales etc.

Traffic.—The increase of Rs. 1,05,403/- is distributed as under:—

	Rs.
(a) General administration	+2,457
(b) Ordinary repairs and maintenance ..	+1,602
(c) Operating expenses	+1,01,344

(a) *General Administration*.—The increase is trivial.

(b) *Ordinary Repairs and Maintenance*.—The increase of Rs.1,602/- is chiefly due to purchase of type-writers and more repairs to tools and plant.

(c) *Operating expenses*.—The increase of Rs. 1,01,344/- is due to:—

- (1) Introduction of Payment of Wages Act according to which 15 days presumptive pay was allowed in 1937-38 and usual increments to staff.
- (2) Purchase of four regulators, Accumulators and dynamos in 1937-38.
- (3) More blank card tickets having been purchased in 1937-38 and printing of revised Traffic Manual and new Establishment Manual.
- (4) More loading and unloading charges in 1937-38.
- (5) Credit afforded in 1936-37 on account of Hyderabad joint station bill having been accounted for twice in 1935-36 against nil in 1937-38.
- (6) More payments were made in 1937-38 on account of conference hire and penalty charges on interchanged stock to foreign Railways.

The above was partly counterbalanced by savings due to :—

- (1) Two T. T.I's (Messrs. Rafi Ahmed and Bishamber Nath) being deputed on special duty in 1936-37 whereas Mr. Bishamber Nath only one was deputed in 1937-38.
- (2) Less supply of winter uniforms in 1937-38.
- (3) Losses on stores being less in 1937-38.

Agency and others.—The decrease of Rs. 35,880/- is distributed as under:—

	Rs.
(a) General Administration	—23,998
(b) Ordinary repairs and maintenance ..	—11,882

(a) *General Administration*.—The decrease of Rs. 23,998/- is due to :—

- (1) Less payment of leave allowances to officers in England in 1937-38.
- (2) Less payment having been made on account of contribution to Hospital and medicines in 1937-38.

This was partly counterbalanced by excesses due to :—

- (1) Usual annual increments to staff.
- (2) Payment for contribution to Provincial Government for Law and Order Police maintained on the British Section under section 187 (3) of the Government of India Act 1935 from 1st April 1938 consequent on the introduction of Provincial Autonomy.

(b) *Ordinary Repairs and maintenance.*—The decrease of Rs. 11,882/- is due to :—

- (1) Less payment to Government Telegraph Department for rent, maintenance etc. in 1937-38.
- (2) Less expenditure on account of furniture and office appliances in 1937-38.

This was partly counterbalanced by more repairs to control equipment.

Miscellaneous.—The increase of Rs. 48,255/- is distributed as under:—

	Rs.
(a) General Administration	+ 50,740
(b) Operating expenses	— 2,485

(a) *General Administration.*—The increase of Rs. 50,740/- is due to :—

- (1) More payment of gratuities having been made to staff in 1937-38.
- (2) Increments to conservancy staff and more stores drawn.
- (3) More expenditure incurred on account of wider publicity in accordance with recommendations of Wedgewood Committee.
- (4) More passages for officers

(b) *Operating expenses.*—The increase of Rs. 2,485/- is due to :—

- (1) Less Freight and Insurance charges on stores in 1937-38 than in 1936-37.

Replacements and renewals, Jodhpur Railway (Jodhpur Section).—The decrease of Rs. 99,022/- is due to :—

- (1) Write-back of abandoning Marwar Junction-Desuri Line having been carried out in 1936-37 against nil in 1937-38.
- (2) Write-back of signalling and modification of yard at Mirpurkhas having been carried out in 1936-37 against nil in 1937-38.
- (3) Introduction of new head for released material in 1937-38.
- (4) No boiler having been replaced in 1937-38.
- (5) Cost of certain machines replaced in 1937-38 being less than those replaced in 1936-37.

The decrease would have been still greater but for heavier write-back of renewal of sleepers on Jodhpur Railway (Jodhpur Section) 1936-37 and 1937-38 (Raj year) having been carried out in the official year 1937-38 and more bodies of coaching vehicles having been replaced in 1937-38 than in 1936-37.

Depreciation Fund Jodhpur-Hyderabad Railway (British Section)—The increase of Rs. 6,464/- is trivial.

The figures of working expenses are further analysed as under:—

HEADS.	1936-37.	1937-38.	DIFFERENCE.		REMARKS.
			Increase.	Decrease.	
	Rs.	Rs.	Rs.	Rs.	
General Administration ..	13,98,677	14,21,529	22,852	..	
Ordinary Repairs and Maintenance	17,27,287	17,31,330	4,043	..	
Operating expenses other than fuel	16,90,761	17,53,381	62,620	..	
Fuel	8,37,421	8,82,516	45,095	..	
Replacement and renewals (Jodhpur Railway)	6,95,875	5,96,863	..	99,022	
Appropriation to Depreciation fund, Jodhpur-Hyderabad Railway (British Section) ..	1,86,306	1,92,770	6,464	..	
Total ..	65,36,327	65,78,370	42,052	..	
Deduct Non budget worked lines.	86,339	88,647	2,308	..	
Suspense	17,243	—1,21,101	..	1,41,344	
Net Working Expenses ..	61,67,231	63,65,631	..	1,01,600	

6. Capital Expenditure.—The table below gives the total expenditure (excluding construction and suspense) against final heads for the year 1937-38 as also similar information for the previous year:—

HEADS	EXPENDITURE ON.					
	JODHPUR RAILWAY.			JODHPUR-HYDERABAD RAILWAY		
	1936-37.	1937-38.	Difference.	1936-37.	1937-38.	Difference.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Structural Engineering Works.	5,95,858	98,120	—4,97,738	1,87,756	1,81,995	—5,761
2. Equipment	1,02,648	42,864	—59,784	7,457	6,061	—1,396
3. Rolling Stock	3,25,574	2,66,543	—59,036	..	..	..
4. General charges .. ..	..	..	..	..	..	..
5. Collieries .. .. .	..	..	..	..	..	..
6. Miscellaneous .. ..	..	..	..	..	..	..
Total ..	10,24,085	4,07,627	—6,16,558	1,95,213	1,88,056	—7,157

7. Stores Balances.—The statement below shows the position of stores balances on 31st March 1938, as compared with the previous year:—

Year.					Stores Balances.
					Rs.
1936-37 .. .. .	..	..	..	..	9,09,981
1937-38 .. .. .	..	..	..	..	10,03,902
Difference .. .. .	..	..	..	..	+93,921

The increase is due to the following reasons:—

(1) Issues of certain pumps and transfer of 6 pumps to surplus stores.	Rs. —2,000
(2) Special purchase of dog spikes, points and crossings from England	+ 51,000
(3) Appreciable issue of carriage and wagon axles, bulfer springs and m. s. sheets during the year . .	—7,000
(4) Heavy receipt of superheater elements, axles, tyres.. and laminated springs	+ 38,000
(5) Lorries and cars having been drawn by the Engineering Department	—8,000
(6) Partly to several items of pulleys, rockers, joints etc. D. S. 8ed by the Engineering Department and partly to the purchase of basis, intermediate and stiffing posts, eye bolts etc.	+ 6,000
(7) Receipts of various sizes of taps, cutters, chisels, twist drills and vertical saws during the year in accordance with revised demands	+ 5,000
(8) Heavy issues of lamps and lamp fittings	—2,000
(9) Purchase of special brass rods	+ 5,000
(10) Yearly demands of certain points received and accepted on books during the year	+ 4,000
(11) Heavy issues of furniture for Waiting rooms and construction during the year	—2,000
(12) Appreciable issues of positive plates during the year	—1,000
(13) Heavy receipts of scrap files and tubes during the year	+ 1,000
(14) Consignments of oil and cement received and accepted on books in the month of March 1938 . .	+ 10,000
(15) Heavy sale of surplus stores during the year	—14,000
(16) Maintaining the stocks of stationery according to the revised consumption figures	+ 2,000
(17) More teak on hand on 1st April 1938 against more padauk wood and sal on 1st April 1937	+ 2,000
(18) Transfer of wheels from carr. and wagon running imprest to wheel imprest account	—17,000
(19) More issues and no recoupment having been made in Loco. Carriage and Wagon duplicates (surplus) . .	—16,000
(20) Creation of the wheel imprest and transfer of the wheels from carriage and wagon running imprest to this <i>vide</i> item 18 above and also due to bringing of wheels on books which were formerly charged off to Revenue (<i>vide</i> Mgr's letter No. M. 818 E. 6 x of 13th June 1936)	+ 42,000
(21) Rise in rates of soft and hard cokes and also more stock of hard coke on 31st March 1938 than on 1st April 1937	+ 1,000
(22) Rise in the rate of coal	+ 2,000
(23) Fall in complete unit imprest with P. W. Is, due to reduction of stock with them	—6,000
(24) Reduction in stock of cement with supervisor Mirpurkhas due to clearing out of his stock which will be re-couped	—2,000
(25) Small differences in other classes of stores	+ 2,000
Total	+ 94,000

CHAPTER III.

New Construction and Engineering.

(8) Important new works.—The following important new works were completed:—

- (1) Jhuluri station was moved from its previous inconvenient site on the bank of the Jamrao canal to new site on natural ground level to afford full facilities of traffic.
- (2) The station building at Pithoro was re-constructed to provide adequate accommodation.
- (3) A passenger shelter 400' in length was provided at Mirpurkhas.
- (4) A considerable extension to the Carriage Shop was constructed at Jodhpur.
- (5) Home signals were provided at all stations on the Merta Road-Chilo Section.
- (6) A foot overbridge between the island platform and the main platform was provided at Marwar Junction.
- (7) Considerable additions were provided to the Audit Office at Jodhpur and the existing accommodation was re-modelled.

(9) Open line Improvements.—The following are the principal improvements carried out on the open line:—

- (1) Improvements to the Goods sheds and approaches at 3 stations on Jodhpur-Hyderabad Railway.
- (2) 3 ton gantry was provided for at the transhipment yard at Mirpurkhas and Merta Road.
- (3) A 3rd line was provided at Kunri (Sind) and a fourth line at Digri and extension to the 2nd line at Salibhambro.
- (4) Permanent station buildings and quarters were provided at Roshanabad, Mohammad Rahim Kalru, and New Chhor.
- (5) High level passenger platform was provided at Tando Allahyar.
- (6) Additional Rail Anchors to prevent creep were provided on Jhudo- Pithoro Line.
- (7) A considerable number of additional quarters were provided throughout the Railway and considerable number of improvements to Staff Quarters were also provided.
- (8) Waiting Room and Passenger shed were provided at Tando Jan Mohammed.
- (9) Modifications to the existing track on account of the extensions to the Island platform were carried out at Hyderabad.
- (10) A factory siding was provided at Kunri (Sind).
- (11) Sidings for Fair station were laid at Nagaur.
- (12) Goods shed and platform were provided at Merta City.
- (13) Waiting room was provided at Narainpura.
- (14) A Weigh bridge was installed at Gotan.
- (15) Extension to the Electric Shop Jodhpur was completed.
- (16) Modifications to the Time Keepers' office and entrance to the Workshop Jodhpur were provided.
- (17) Additional sidings were provided in Workshops Jodhpur.

- (18) Overhead facilities for watering carriages at Balotra and on island platform at Marwar Junction were completed.
- (19) Stores sub-depot was built in the Workshops Jodhpur.
- (20) A drainage system for sullage at the Loco. quarters Jodhpur was completed.
- (21) A siding with pipes was provided for carriage washing at Jodhpur.
- (22) The extensions to the Drawing office, Record room at General Offices were completed.
- (23) Ballasting programme on the Jodhpur-Merta-Road, Merta Road-Chilo and Degana-Sujargarh Sections was continued.
- (24) C. G. E's office and inspection pit for Sick line at Mirpurkhas.
- (25) A Gate lodge at mile 112/2-3.
- (26) A guards' running room at Chhor was constructed.
- (27) A motor Ramp and siding were provided at Digri.
- (28) Platform Latrines were provided at Jamesabad, Tando Jan Mohammed, Jhudo and Tajpur Nasarpur Road.
- (29) Passenger sheds were provided at Rajar Sind and Nazikabad.
- (30) Considerable number of extensions to electric lights and fans were provided at Jodhpur and Mirpurkhas.
- (31) Arrangements were made to re-claim water in the Workshops Jodhpur to be utilised for carriage washing.
- (32) Water supply to the F. O's bungalows was connected with the filtered supply.
- (33) R. C. C. pipe culvert was provided at mile 37/5-6 on the Jhudo-Pithoro Line.
- (34) Alterations and additions were made to the running room at Hyderabad.
- (35) The Dead end at Bakra Road was converted into a Loop.
- (36) Parcel cages were provided at 3 stations.
- (37) The Goods office was extended at Jodhpur.
- (38) Platform fencing was provided at Khajwana and Osian.
- (39) An additional inspection pit was provided at the running shed at Jodhpur.
- (40) Raised platform at Mirpurkhas was extended.
- (41) Additional siding to facilitate loading of ballast was provided at Rakha Bera.
- (42) Concrete beds and R. C. C. ballast walls were provided on a number of bridges.
- (43) Additional office accommodation was provided in Stores at Jodhpur.

(10) Lines opened during the year.—Nil.

(11) Lines under construction during the year.—Nil.

(12) Lines sanctioned during the year.—Nil.

(13) Surveys.—The final location survey of a line from Khadro to Nawabshah was sanctioned by the Railway Board under No. 240 W of 5th January 1938. The survey was completed by close of the year.

(14) Floods.—There were no floods except on Samdari-Raniwara Section.

(15) Accidents.—There were no serious accidents.

(16) Economies effected.—Expenditure on Repairs and Maintenance has been reduced to the minimum compatible with adequate maintenance.

CHAPTER IV.

TRANSPORTATION AND WORKING.

(17) **Train miles.**—Statement below shows train miles for the year ending 31st March 1938, compared with the corresponding period of the previous year.

T R A I N S .	W H O L E S Y S T E M .			
	1936-37.	1937-38.	Difference.	
			Increase.	Decrease.
Passenger	587,808	546,624	..	41,184
Mixed	958,565	1,003,952	45,387	..
Goods	564,009	596,744	32,735	..
Departmental	61,408	48,995	..	12,413
Total	2,171,790	2,196,315	78,122	53,597

The decrease in passenger trains is due to the conversion of the following Passenger trains into mixed from 1st April 1937.

- (a) 1 Up and 2 Down between Merta Road and Jodhpur.
- (b) 8 Down ex Merta Road to Kuchaman Road.
- (c) 1 Up and 2 Down between Chilo Junction and Merta Road.

The increase under mixed trains is due to the reasons already given above.

The increase in goods trains is commensurate with increase in goods Traffic.

The decrease in Departmental trains is due to less running of ballast trains.

(18) **System of ticket checking and passengers travelling without tickets.**—No change in the existing procedure of ticket-checking has been introduced.

The following statement shows the total number of passengers detected travelling without proper tickets.—

P A R T I C U L A R S .	1936-37		1937-38.	
	No.	Amount.	No.	Amount.
		Rs.		Rs.
1. No. detected and amount due	21,989	26,413	32,688	34,992
2. No. of cases in which the amount was recovered without recourse to courts and the amount recovered	13,136	17,560	20,710	22,814
3. No. of cases dealt with under section 112 and amount recovered	159	212	130	203
4. No. of cases dealt with under section 113 and amount recovered	33	105	63	158
5. No. of cases taken to courts which proved fractious and amount due	18	51	Nil.	Nil.
6. Total expenditure on travelling ticket checking staff .. .. .	..	19,392	..	20,861

Increase under items 1 and 2 above is due to the system of collection of excess fares etc. being in force for the full year.

Increase under item 6 is due to (1) checking of extra trains by T. T. Es. (2) grant of annual increment and (3) pay of T. T. Is. and his peon having been charged for full year in 1937-38 against $4\frac{1}{2}$ months in 1936-37.

(19) Road Motor Competition.—See item 1 (a) of statement (a) given in para 27 of this Chapter.

(20) Passenger trains services.—*Indicating the modes, important changes made, introduction of additional services and standard of punctuality achieved —*

Mail and express trains Nil.

Passenger trains Nil.

Other than Mail and Express—One extra Down mixed train ex Hyderabad to Mirpurkhas was introduced from 1st October 1937.

Suburban trains Nil.

A statement showing standard Punctuality achieved under each of the above heads, is enclosed.

Statement showing standard of Punctuality achieved under mail, mixed and other Passenger trains.

M O N T H S .					Mail trains.	Mixed trains.	Other passenger trains.
April	1937	..	..	..	97·3	89·0	94·6
May	"	..	..	..	92·3	84·9	90·7
June	"	..	..	..	92·7	85·2	92·1
July	"	..	..	..	97·4	92·2	89·5
August	"	..	..	..	94·8	94·8	87·1
September	"	..	..	..	94·0	94·6	83·3
October	"	..	..	..	97·4	93·5	92·3
November	"	..	..	..	91·3	92·4	93·0
December	"	..	..	..	92·9	88·7	91·3
January	1938	..	..	..	95·5	91·8	92·3
February	"	..	..	..	97·1	93·6	93·6
March	"	..	..	..	96·1	94·3	95·2
Average standard of punctuality					91·9	91·2	91·3

(21) Contact with business community including facilities for dealing with traffic.—A traffic convasser has been sanctioned who maintains contact with business community.

Arrangements have been made with the Local Government to provide access and approach roads to the stations, where necessary.

At all important stations the hours during which the goods sheds and offices are open for the receipt and delivery of goods, live stock etc, are conspicuously notified. Arrangements are also made for the delivery of perishable and other consignments of urgent nature even after the goods sheds and offices are closed.

At stations serving distant parts of the country free-time-limit for stacking and clearance of goods, has been extended.

22. Quick transit of smalls and reduction of delays at transhipment station.—Running of through sectional vans between this and two of the adjoining Railways, has been introduced.

Movement of goods traffic is also keenly watched and suitable action is taken where delays are avoidable.

23. Refunds on unused tickets—Refund on unused tickets if not taken at the time of issue is made as early as possible after completion of requisite enquiries and verification from returns. Steps are being taken to speed up the present process of enquiries and verification of claims from station returns.

24. Marshalling of goods trains for long distances—No change.

25. Commercial publicity.—An illustrated hand book on Jodhpur was published and a greater number of advertising contracts entered into than formerly.

Frequent discussions with the business community take place, both in the commercial office and at stations on the line.

26. Mela traffic.—Three Cattle Fairs were held at the following stations:—

(a) *Tilwara*—During April 1937 and also in the last days of March, 1938.

(b) *Parbatsar*—During August and September, 1937.

(c) *Nagour*—January, 1938.

Temporary stations with cattle-loading platforms and facilities for coaching and goods traffic were opened for the above Fairs and special passenger and cattle trains were run daily as required.

For the Runicha Fair near Phalodi, held during the month of September, 1937, special trains were run.

Eleven other Fairs were also held for which one or more special trains were run and 18 other Fairs were held for which special trains were not run but additional facilities were provided.

27. Important alterations in rates and fares.—

Alterations in coaching fares and rates:—

(a) COACHING.

Particulars.	Nature of change.	Date of introduction.	Effect on Revenue.
			Rs.
1 (a) One day 3rd class return tickets @ single fare by ordinary train between Jodhpur and Marwar Pali.	1 (a to d) These return tickets were introduced to capture passenger traffic moving by Bus service and have proved a profitable innovation.	1-4-37	3rd class passenger traffic between Jodhpur and Marwar Pali for the period 1st April 1936 to 31st March 1937 .. 23,874
(b) 3rd class party return tickets @ a fare and a half for parties of 30 passengers and over, travelling between Jodhpur and Marwar Pali, available for 7 days from the date of issue.		15-4-37	3rd class passenger traffic between Jodhpur and Marwar Pali for the period 1st April 1937 to 31st March 1938 .. 29,491 Increase .. 5,617
(c) 3rd class return tickets @ single 3rd class combined (Mail and Ordinary) fare available by any train and up to the following day between Jodhpur and Marwar Pali.		1-7-37	
(d) 3rd class return tickets @ Rs. 2/13/- per ticket between Jhol and Hyderabad available for 7 days from the date of issue.		20-4-37	Earnings for passenger traffic between Jhol and Hyderabad (Sind) during 20th April 1936 to 31st October 1936 .. 1,869 Earnings for passenger traffic between Jhol and Hyderabad (Sind) during 20th April 1937 to 31st October 1937 .. 1,626 Decrease .. 243
(2) First and second class return tickets between Bombay and Karachi <i>via</i> Marwar Junction and Hyderabad (Sind)	These return tickets were introduced by the all rail route in competition with the sea-route.	1-2-38	Contrary to anticipations, a fall in earnings has resulted. This was, however, due to a falling off in the number of passengers booked between the points and not to the reduction in fares. The matter is being examined. Rs. Earnings of 1st and 2nd class passengers between Karachi and Bombay during 1st Feb. 1937 to 30th April 1937 .. 7,194 Earnings of 1st and 2nd class passengers between Karachi and Bombay during 1st Feb. 1938 to 30th April 1938 .. 9,099 Increase .. 1,905

(b) GOODS.

Commodities.	Nature of change.	Date of introduction.	Effect on Revenue.
1. Cotton (raw) loose and cotton with seeds	To remove difficulties of weighing, loadable weights for Jodhpur and other Foreign Railways, wagons were fixed, and lumpsum Wagon rates calculated @ special rates were introduced in competition with Road transport from time to time.	1-9-37 15-10-37 and 20-11-37	See explanation of increase under (cotton raw unpressed) in para 4 of chapter II of this report.
2. Cotton (raw) loose.	Lumpsum wagon rate ex-Kankroli to Beawar was introduced <i>via</i> Phulad and Marwar Junction in competition with road transport	1-2-38	The traffic from Kankroli has not moved due to failure of crops on account of scarcity of rains.

(b) GOODS.—(contd.)

Commodities.	Nature of change.	Date of introduction.	Effect on Revenue.																																		
3. Cotton (raw) full pressed.	(a) Reduced rates from stations in Sind on this Railway to Nadiad and Broach and (b) Reduced rates from stations in Sind on this Railway to Baroda. ..	1-1-38 16-2-38	No traffic has moved since introduction of the rates. Matter is under investigation.																																		
4. Cotton seeds	were introduced in competition with rail cum-sea route <i>via</i> Karachi. (a) To increase export of this commodity to U. C. Railway stations, schedule c/m rates were introduced for traffic from stations in Sind on this Railway to <i>via</i> Phulad for traffic to U. C. Railway stations. (b) To help the new oil mill at Hyderabad (Sind) and to meet competition with Road transport the rates applicable to <i>via</i> Hyderabad (Sind) for traffic to Karachi were made applicable from stations in Sind on this Railway to Hyderabad (Sind).	15-4-37 20-1-38	Rs. Earnings from 15-4-37 to 31-3-38 5,584 Earnings from 15-4-36 to 31-3-37 1,800 Increase 3,784 Earnings from 20-1-38 to 30-4-38 Rs. 12,458 This was a new traffic resultant upon the opening of an oil mill at Hyderabad.																																		
5. Cotton seed oil.	Reduced rate @ 0.30 pies per maund per mile plus 12 pies terminals was introduced for traffic from Hyderabad to any station on this Railway to encourage movement of this traffic from the New oil mill at Hyderabad.	1-2-38	Earnings from 1-2-38 to 30-4-38. Rs. 396 This was a new traffic resultant upon the opening of an oil mill at Hyderabad																																		
6. Matches safety (country).	An exceptional classification of 7th class was introduced for traffic from <i>via</i> Kuchaman Road to Hyderabad and <i>via</i> s. as to place this commodity favourably in Sind markets in competition with other manufacturing centres.	10-1-37																																			
7. Salt N.O.C. c/270 and multiples thereof and c/394 and multiples thereof.	Reduced rates were introduced from Pachpadra to <i>via</i> Phulad for traffic to certain Udaipur Chitorgarh Railway stations in competition with Sambhar Lake and With Road transport <i>ex</i> Pachpadra.	1-9-37	Earnings during the period 1-9-37 to 31-3-38. 2,093 Earnings during the period 1-9-36 to 31-3-37. 1,370 Increase 723																																		
8. Stone N.O.C.	Reduced rate equal to C/Q rate was introduced for traffic in wagonloads <i>via</i> Jodhpur for traffic from Jodhpur Sursagar stone Quarry siding to <i>via</i> Phulad for traffic to Udaipur Chitorgarh Railway stations to find market for this stone in Mewar.	1-10-37	Earnings during 1-10-37 to 30-4-38 1,624 Earnings during 1-10-36 to 30-4-37. No traffic This is a new traffic and consequently additional earnings have resulted from the reduction.																																		
9. Sugar. ..	The exceptional classification of sugar as OR was enhanced to 2nd class with a view to increase Revenue (a) when booked from certain stations on Bombay, Baroda & Central India Railway and <i>via</i> to stations on Jodhpur Railway and <i>via</i> (b) from <i>via</i> Kuchaman Road to <i>via</i> Chilo and <i>via</i> Sujangarh.	1-4-37	<table><tr><th rowspan="2">Particular</th><th colspan="2">1936-37.</th><th colspan="2">1937-38</th></tr><tr><th>Mds.</th><th>Rs.</th><th>Mds.</th><th>Rs.</th></tr><tr><td><i>Via</i> KCR to J. R.</td><td>204,074</td><td>66,283</td><td>148,676</td><td>53,274</td></tr><tr><td><i>Via</i> KCR to J. H.</td><td>460</td><td>304</td><td>128</td><td>140</td></tr><tr><td><i>Via</i> KCR to <i>Via</i> Chilo.</td><td>36,115</td><td>8,215</td><td>23,108</td><td>6,138</td></tr><tr><td><i>Via</i> KCR to <i>Via</i> SUJH.</td><td>1,635</td><td>140</td><td>4,756</td><td>520</td></tr><tr><td>Total.</td><td>2,42,284</td><td>74,947</td><td>176,668</td><td>60,072</td></tr></table> <p>The decrease in sugar traffic, as already explained under decrease against "sugar refined and unrefined" in para. 4 Chapter II of this report is due to less marriages this year than the previous year.</p>	Particular	1936-37.		1937-38		Mds.	Rs.	Mds.	Rs.	<i>Via</i> KCR to J. R.	204,074	66,283	148,676	53,274	<i>Via</i> KCR to J. H.	460	304	128	140	<i>Via</i> KCR to <i>Via</i> Chilo.	36,115	8,215	23,108	6,138	<i>Via</i> KCR to <i>Via</i> SUJH.	1,635	140	4,756	520	Total.	2,42,284	74,947	176,668	60,072
Particular	1936-37.		1937-38																																		
	Mds.	Rs.	Mds.	Rs.																																	
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Total.	2,42,284	74,947	176,668	60,072																																	

(28) Booking of traffic generally & delivery of parcels & goods—At all important stations the hours during which the goods sheds and offices are open for receipt and delivery of goods, live stock, etc. have been conspicuously notified to facilitate the booking and delivery of traffic generally.

Arrangements are also made for the delivery of goods, live stock and other consignments of urgent nature even after the goods sheds and offices are closed.

At stations serving the distance villages and having no postal facilities, free time for stacking the goods within the Railway premises for despatch and clearance have been extended.

(29) Organisation for canvassing for traffic, indicating the number of men employed for the purpose—A post of traffic canvasser was sanctioned from 1-8-37 and has resulted in a much closer watch being kept on traffic fluctuations and occasions where rate adjustments are necessary. This official is the only employee engaged solely in this work.

(30) Overcrowding in 3rd class carriages:—The census revealed 11 cases of over-crowding as detailed below:—

- (i) 4 cases on main line and 4 cases on Branch line trains in Gents compartments occurred due to an unexpected rush of passengers for which no previous information was received.
- (ii) 3 cases in female compartments on Branch line trains occurred. This is exceptional.

(31) Opening, closing or conversion of stations.—(a) Stations converted from Flag to Crossing or Block Section station, and opened for public paid telegraph traffic.

- (i) Converted from Flag to Crossing —
Hanwant from 11th Oct, 1938.
Tilwara from 17th March, 1938 to 19th April, 1938.
- (ii) Converted from flag to Telegraph Block Station.—
Bidiad from 22nd August, 1937 to 10th September, 1937.
Bhawi from 4th July, 1937 to 1st November, 1937.
Bakra Road from 1st March, 1938 to 30th April, 1938.
- (iii) Converted from station worked under Train staff and Ticket system to absolute Block system.—
Pachpadra from 28th July, 1937.

All the above were opened for public-paid telegraph traffic from dates shown.

(b) Stations opened for public coaching, goods and paid telegraph traffic.

- (i) Parbatsar fair station from 20th August, 1937 to 9th September, 1937 as a Crossing station.
- (ii) Nagaur Fair station from 8th February, 1938. to 23rd February, 1938 as a telegraph block station.

(c) *Stations converted from crossing or block station to flag and closed for public paid traffic*

(i) Jogi Magra from 16th April, 1937.

(ii) Dudia from 1st July, 1937.

(32) **Station Signalling.**—Standard (i) has been adopted on this Railway.

(33) **Method of train working and train control system in operation:—**

(a) There are two systems of train working in force on this Railway viz (i) Absolute Block System and (ii) Train staff and ticket system.

(b) The train control system is in operation on sections Kuchaman-Road-Phulad including Fedusar sidings, Luni-Hyderabad including Jamrao Pithoro *via* Jhudo, Raikabagh-Mandor, Merta Road-Chilo Junction. The total length excluding loops being 713 miles.

(34) **Economies effected.**—About Rs 6,000/- were less paid on account of rent on Telegraph instruments due to revision in rates from 1st April, 1937.

(35) **Steps taken to improve earnings.**—See para 27 above.

(36) **Claims statistics.**—The following statements explain the position during the year under review.

Statement A.

Particulars.	1937-38
1. Number of cases involving compensation for goods or parcels lost, damaged, or delayed carried over as unsettled at the close of the preceding year	189
2. Number of claims received (and re-opened) for compensation on account of goods or parcels lost, damaged or delayed during the current year	1,187
3. Number of claims referred to in items 1 and 2 settled during the year	1,223
4. Balance outstanding as unsettled at the close of the year	152
5. Net amount paid in compensation (on account of items 1 and 2)	Rs. 1,023
6. Percentage sum paid in compensation (item 5) bore to gross earnings	0.01
7. Average time taken in settlement of claims shown under items 1 and 2	1 month and 24 days
8. Number of applications received for refunds on goods and parcels overcharged	1,938
9. Average time taken in settlement of claims shown under item 8	1 month and 13 days

Statement B.

Particulars.	1937-38	
	No.	Value Rs.
1. Claims paid on account of goods lost	323	3,484/-
2. " " " " " goods stolen	57	278/-
3. " " " " " goods damaged by wet	21	343/-
4. " " " " " goods damaged by fire	Nil	Nil
5. " " " " " goods damaged by breakage	8	59/-
6. " " " " " parcels and luggage lost and stolen	36	420/-
7. " " " " " other causes	79	687/-

Statement C.

Particulars.	1937-38
1. Number of suits filed in court (or pending from the Previous year) for the recovery of compensation in respect of goods or parcels lost, damaged or delayed ..	4
2. Number of such suits settled out of court	Nil
3. Number of suits dismissed	3
4. Number of suits decreed	Nil
5. Number of suits pending	1

CHAPTER V

Rolling stock, plant and machinery.

(37) Improvements carried out in existing lower class Carriages—The following carriages were re-built on their old under-frames:—

2 III class with luggage and Guards Compartment bogie Carriages.

3 III class 4-wheeled Carriages.

2 II¹/₂ class with $\frac{1}{2}$ Postal Van Bogie Carriages.

6 Carriages have been equipped with automatic Vacuum brake.

4 Upper berths have been provided in Ladies Inter class compartments of two Composite Inter & III class bogie Carriages.

Latrines of Eleven III class Carriages have been enlarged to provide a minimum space of 12 sq. ft.

Packless gland flushing Cock has been fitted in one latrine of T. No. 1059.

23 Carriages have been provided with overhead water tanks in latrines, besides other minor improvements such as coat hooks, frosted glass windows and morgan waste not water cocks.

(38) Improvements in Rolling Stock—*Locomotives—*

One P. class engine has been fitted with new super heater boiler.

4 S. P. class engines were fitted with Rocking grates.

5 M. S. and 6 S. P. class engines were fitted with axle boxes to take grease.

13 engines were converted from oil to grease lubrication.

Coaching Stock—

The following vehicles have been re-built on their old underframes:—

7 Double 2nd class 4-wheeled

4 first and 2nd class 4-wheeled.

2 Inter class 4-wheeled.

One second and inter class 4-wheeled.

2 vehicles fitted with Dynamo and cells.

One III class compartment in 3 (TLR/E) fitted with partition to accommodate spare crews of double staffed engines of Sind Mail between Luni Junction and Mirpurkhas.

The new I. R. C. A. bogie underframe of carriages are being improved to ensure better riding, owing to the removal of the centre coil from the tripple coil springs, and strengthening the bolster elliptical spring plate by $\frac{1}{2}$ " section plates.

A better type of lower berth (same as of B. B. & C. I. Carriages) with Hair lock mattresses in 1st class compartments of Sind mail and all new coaches have been fitted.

Eternite Granite decorative sheet red has been fitted in 1st class lavatories of Sind mail vehicles and in new stock.

The dining compartments of restaurant cars have been fitted with racks along with side dining tables containing bottles, glasses for the convenience of passengers.

Electric re-wiring and fitting with independent mains and point cut outs have been completed in 75 coaches.

Upper class stock has been installed with improved design of lamp fitting.

Goods Stock:—

21 BKL/B wagons were fitted with stanchions and coded BKL/S.

5 water tanks were converted from 6 to 4-wheeler.

9 wagons were fitted with vacuum pipes.

2 fruit van goods wagons were provided with ventilations and shelves.

reason to believe Bharatpur in floods did not or does not utilize all the water; that the district which suffered most in the famine of 1878-79 and 1899-1900 were these districts, which if Alwar got its share of water would have benefited, whereas they suffered most, 71

Finally that the Alwar Darbar now ask that distributary works may be reconstructed at Ghat or any suitable site, or a masonry dam with shutters, and that the Durbar, Major Impey feels sure, will accept any arrangement that would protect these tracts in years of scanty rainfall, and would serve to dispel the soreness that exists regarding the present unequal distribution of the water, ... 71

The Agent Governor-General for Rajputana (Mr. Martindale) in the interests of Protective Irrigation in Alwar considered the subject should be brought to the notice of the Irrigation Commission, 72

The Irrigation Commission from the evidence laid before them considered that "now each State employs an Engineer Officer it should be possible for them to devise a more scientific and efficient method of distributing the water than hitherto, so as to increase the total area of irrigation without detriment to either State, and so avoid waste of water; and in referring the matter to the Government of India "think if the Government of India see fit to authorize re-consideration of the Ruparel to re-open the question (Lieutenant Garrett, R.E.), who, in his report of water which had been made, whether there was any catchment 73 in the State not fully utilized, asks if it is of any use taking up the examination of the catchment of the Ruparel, as it seems to be mere waste of time unless the case can be re-opened, 78

The Consulting Engineer replies that as far as he can judge from the correspondence it appears Alwar does not get a fair share of the water, that he does not consider himself justified in re-opening the case unless he receives clear orders to do so. Under the circumstances the most he can do is to suggest some system of shutters to close the river promptly instead of the earthen bund which is so uncertain and unsatisfactory, or if it can be proved that there is any waste of water to suggest how it may be utilized, 78

Letter from Bharatpur State Council to the Political Agent, Eastern States, No. 590, dated 26th April 1902. Forwarding Mr. Devenish's Report on the scheme proposed by Mr. Macdonald, State Engineer, Alwar, for regulating the Ruparel River, and express the opinion that the scheme cannot be carried out without serious damage to Bharatpur, nor without interfering with the existing rights between the two States, 74

Reference is made to the ruling in 1855 of Sir Henry Lawrence that the water of the Ruparel shall not be intercepted by Alwar from

that the Secretary of the Irrigation Commission refers only to the utilization of surplus water, and does not touch the main issue, and alludes to the difficulties in laying the matter before the Durbars, and that no amicable conference between the two States on the main point seems possible at present, 76

20th April 1902. The Agent Governor-General makes a note, and asks for information on certain points:—

- (1) To know clearly the rights of the question, apart from the point whether the water can be more equitably or advantageously distributed.
- (2) Whether the orders of 1837 regarding the equal division of the water between the two States is concise and admitted.
- (3) Whether Alwar is under any formal agreement not to obstruct the flood by constructing dams within its own territory, ...

A note prepared in the office of the Secretary, P. W. D., Rajputana, replies to the above, and gives a précis of the correspondence taken from papers and files received from the Government of India.

No. 1888, Febry. In the meantime a Consulting Engineer for Irrigation in Rajputana (Colonel Sir Swinton Jacob) having been appointed, all the papers are sent to him to enquire into the most advantageous way of utilizing the water of the Ruparel in the interests of both States, 17

103. The Consulting Engineer visits Alwar and the Political Agent brings a copy of the papers he has received from the Council, praying for a State Engineer

... .. Government of India informs the Agent Governor-General for Rajputana that they would view with satisfaction an arrangement which would carry out the suggestions of the Irrigation Commission, that if the Agent Governor-General, saw no objection they might be placed before the Durbars concerned and the conclusion arrived at be reported in due course for the information of Government, who on the request of the Agent Governor-General, send all the correspondence on record on this subject, and in October 1902 wish to be informed how the matter stands, 72

20th Octr. 1902.

1902. Letter dated 3rd April from the Executive Engineer, Bharatpur, to the State Council. Expresses opinion on the scheme proposed by the Alwar State Engineer for regulating the Ruparel River; shows that no water is going to waste, that there is demand for all the water, and that two lakhs of rupces have been spent to provide storage tanks. That if any of the supply is diminished there would be great loss to Bharatpur. And for reasons stated cannot recommend the acceptance of the proposal, 73

The Superintending Engineer, Rajputana (Mr. White) submits a note in which he states "there is little doubt that Alwar is suffering a grievous wrong owing to Bharatpur getting practically the whole use of a river in which they have equal rights." He points out

the 10th June to 9th October, and they consider the proposal would interfere with this order and cause a loss to the Bharatpur State. For these reasons the Bharatpur Durbar are not in favour of the scheme and cannot give their consent to it, ... 76

18th May 1903. The Agent Governor-General in a note on the subject says: "it is not clear if the Consulting Engineer means that the decision itself was wrong or that it has been wrongly carried out. If the decision itself is equitable the matter he thinks is comparatively easy, and it only remains to give it due effect. He desires the papers to be sent to the Consulting Engineer, who should be asked to give his opinion as to the right way of proceeding with the case, ... 78

{ In reply to an enquiry whether any water from the Ruparel in floods passed away unutilized from the Bharatpur State, Mr. Devenish for many years State Engineer at Bharatpur, states: "all the water from the Ruparel that enters the Bharatpur territory is used; none of it runs to waste, and some two lakhs of rupees have been spent in providing subsidiary reservoirs and distributary channels."

(40) ^{new} Innovations. ^{pr} Rolling Stock—nil

(41) Plant and Machinery—The following machines were purchased:—

ital—

1 Sand Shifter.

1 London tool grinder with tools.

Alteration to 52' traverser.

Transferring lathe No. 292 from Degana to Mirpurkhas shed.

(42) New minor works—

1 Drilling machine at Mirpurkhas.

1 Teloc speed indicator fitted to R. A. 43.

13 Fire extinguishers fitted in shops, sheds and carriage examining stations.

1. Cupola for foundry in shops.

3. Terry angle Paise lamps fitted in shops.

1. Patt: Impact wrench chucks.

1. No. 9000 Rivet Buster.

6. Pneumatic tools.

1. Chuck for Mirpurkhas shed.

1. Centrifugal pump.

15. Unless both channels had the same slope away from the weir, and there was a full and free passage for the water, the stipulated quantity could never run off. This may have been partly the cause of the weir being breached. It is not likely that this point can have escaped Lt. Western's notice, and the inference is, that his proposals were not properly carried out.

16. Probably the chief cause of the failure of the weir was the want of a good supply of dry rubble stone, at the toe of the outer slope. There was nothing to prevent the scour which took place, and so wrecked the weir. This was a grave defect, and sufficient to account for the damage which occurred at this part.

17. We are now confronted with the following facts: all the bunds broken, Alwar getting no water, and all the floods going on to Bharatpur and the lands below.

Col. Sutherland, Agent Governor-General, expresses the situation thus: "There is no question but that the measures adopted by us in the last few years have reduced to almost barrenness lands heretofore fertile (let No. 353, dated 17th March 1840, to the Secretary to the Government North-Western Provinces).

18. Lt. Goodwyn, R.E., who was sent to report, estimates the cost of all the repairs, and the proper digging of the Alwar channel, at Rs. 60,000, which Alwar is expected to pay. The Rao Raja naturally wishes to have every drop of his share of water; not so much "in the dry season" as in the rainy season. This is a misunderstanding.

The Government of India informs the Agent Governor-General for Rajputana that they would view with satisfaction an arrangement which would carry out the suggestions of the Irrigation Commission, that if the Agent Governor-General, saw no objection they might be placed before the Durbars concerned and the conclusion arrived at be reported in due course for the information of Government, who on the request of the Agent Governor-General, send all the correspondence on record on this subject, and in October 1902 wish to be informed how the matter stands, ... 72

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Check springs of flap doors of C/C type wagons are being improved by fitting thicker section plates.

Open wagons bogies (BKL/A) having insufficient clearance between frame and top of the axle boxes resulting in heating of the axle box are being provided with more clearance by cutting the frame and strengthening it by angle iron pieces.

Heavy goods brake vans 18 tons are fitted with coaching type 13 plated spring with vertical hangers to improve riding of the Brake vans.

(39) Additions in Rolling Stock—

Locomotives—Nil

Coaching Stock—The following stock has been put into commission:—

2 III class bogie carriages

One I „ „ „

One III „ „ „, with brake and luggage compartment without dynamo and cells.

2 III class bogie carriages with luggage and brake with dynamo and cells.

One Composite Inter and III class bogie.

Two I and II class 4-wheeled.

Goods Stock—

2 Heavy goods brake vans 4-wheeled.

1 Bogie petrol tank.

(40) Innovations in Rolling Stock—nil

(41) *Plant and Machinery*—The following machines were purchased:—

Capital—

1 Sand Shifter.

1 Loudon tool grinder with tools.

Alteration to 52' traverser.

Transferring lathe No. 292 from Degana to Mirpurkhas shed.

(42) New minor works—

1 Drilling machine at Mirpurkhas.

1 Teloc speed indicator fitted to R. A. 43.

13 Fire extinguishers fitted in shops, sheds and carriage examining stations.

1. Cupola for foundry in shops.

3. Terry angle Paise lamps fitted in shops.

1. Patt: Impact wrench chucks.

1. No. 9000 Rivet Buster.

6. Pneumatic tools.

1. Chuck for Mirpurkhas shed.

1. Centrifugal pump.

(43) **Number and tractive efforts of Locomotives**—The statement below shows the number and tractive efforts of Locomotives up to 31st March, 1938.

Class.							Total No.	Tractive efforts of each.	Total tractive efforts.
T.	..	..	..	..	..	..	3	15,541	46,623
E. E.	..	..	..	..	..	..	7	8,450	59,150
F.	..	..	..	..	..	..	1	11,068	132,128
F.	..	..	..	..	..	..	7	11,760	
F.	..	..	..	..	..	..	4	9,685	
F. O.	..	..	..	..	..	..	2	8,875	100,402
F. O.	..	..	..	..	..	..	3	9,430	
F. O.	..	..	..	..	..	..	7	7,766	
Q.	..	..	..	..	..	..	6	8,351	50,106
M.	..	..	..	..	..	..	11	13,922	153,142
M. S.	..	..	..	..	..	..	10	15,957	159,570
H. G. (A)	..	..	..	..	..	..	5	19,584	97,920
H. G. (B)	..	..	..	..	..	..	6	20,825	124,950
H. G. (C)	..	..	..	..	..	..	3	20,825	62,475
P.	..	..	..	..	..	..	14	12,518	175,252
P.	..	..	..	..	..	..	7	12,611	83,277
S. P.	..	..	..	..	..	..	10	14,291	142,910
E.	..	..	..	..	..	..	1	6,557	6,557
Total							107	..	1,399,462

(44) **Miscellaneous**.—Water softener plant at Marwar Junction has since been put into operation.

Degreasing plant was fitted in Erecting Shop.

Tin and copper smith shops were shifted into the new Depot Stores building.

Motion shop was shifted into the fitting shop section of the erecting shop.

One Inspection pit has been built at Jodhpur running shed for examining engines and carrying out repairs while the engine is under blower.

CHAPTER VI.

Staff.

(45) **Number and cost of staff**.—The total number of employees at the end of the year under review is 8,213 against 7,645 in the previous year.

Particulars.			STAFF AND COST.				Increase + Decrease —	
			1936—37.		1937—38.			
			No.	Cost.	No.	Cost.	No.	Cost
Europeans	..	..	24	..	21	..	—3	..
Anglo-Indians	..	..	27	..	25	..	—2	..
Indians	..	..	7,694	..	8,167	..	+573	..
Total	..	..	7,645	31,45,799	8,213	32,41,233	+568	+95,434

The excess of Rs. 95,434/- or say Rs. 95,400/- is due to the following reasons:—

	Rs.
(1) Grant of usual annual increment to staff and also presumptive pay paid to the line staff during the year consequent on the introduction of the payment of Wages Act	41,000
(2) More labour engaged for repairs to track and staff quarters during the year under review ..	14,700
(3) More repairs to Rolling Stock during the year ..	27,100
(4) More mileage allowance paid to line staff and also presumptive mileage allowance paid during the year consequent on the introduction of the payment of Wages Act	13,400
(5) Larger payment of gratuities to subordinate staff and officers made during the year under review ..	36,600
(6) More bonus paid to staff consequent on usual annual increments	2,900
(7) More payment of passages to officers made during the year	9,000
Total ..	1,44,700

The above excess has been partly counter-balanced by the savings under the following heads : —

(1) Less payments of leave allowances to officers made during the year under review	34,500
(2) Less labour charged to construction works during the year	14,800
Total ..	49,300
Net excess ..	95,400

(46) Staff benefit fund—The statement showing transactions of the fund during the year 1937-38 is given below:—

Balance on the 31st March 1937.	Fine inflicted.	Bonus forfeited.	Other amounts credited.	Contribution from Railway Revenue.	Interest on balance.	Total columns 1 to 6	Hospital for sick employees.	Compassionate allowances.	School and education	Recreation clubs.	Miscellaneous.	Total columns 8 to 12	Balance on the 31st March 1938.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
—200	1,222	2,126	57	3,200	..	6,405	..	..	..	6,704	41	6,745	—340	

(47) **Institutes**—Recreation clubs are established at the following stations:—

1. Jodhpur
2. Mirpurkhas
3. Barmer
4. Merta Road
5. Degana
6. Luni Junction
7. Pithoro
8. Samdari

Staff at certain important out-stations are also supplied with sports goods, and newspapers are circulated among them by the secretaries of the various clubs under whose beats their stations fall.

A Railway clubs fund has also been started to provide extra amenities for the staff.

(48) **Tournaments**—The following tournaments were played during the year under review:—

- (1) Evans Football tournament at Barmer.
- (2) Sterling Hockey Shield tournament at Jodhpur.
- (3) The Indian Institute Dady Shield Volleyball tournament at Jodhpur.
- (4) Wingate football cup tournament at Hyderabad.
- (5) Temperley football cup tournament at Mirpurkhas.
- (6) Evans football cup tournament (for sweepers) at Merta Road.
- (7) Evans football cup tournaments (for sweepers) at Jodhpur.
- (8) Gordon challenge cup cricket tournament at Jodhpur.

The Jodhpur Railway Athletic team won the junior championship at the Inter-Railway Athletic sports held at Delhi in March, 1938.

The Jodhpur Railway presented a Challenge cup to the Athletic Association for Indian Railways Athletic championship.

(49) **Economies effected.**

- (1) The strength and distribution of the P. W. gangs has been closely scrutinised and an appreciable saving has eventuated as a result.
- (2) The P. W. Inspector's districts of Banar and Pipar City have been combined into one with headquarters at Pipar Road, resulting in reduction of one P. W. Inspector and staff.
- (3) Barmer shed was closed as engine-changing station from 1-1-38 thus reducing the posts of Loco. Foreman and other staff.
- (4) Chilo Junction was closed as carriage interchanged examining station from 1-1-38, thus causing reduction of carriage staff.
- (5) Carriage staff posted at Pithoro were shifted from 1-1-38 and consequently certain carriage staff were brought under reduction.
- (6) The overtime to the fitting staff and boiler maker staff has been curtailed to the minimum.

CHAPTER VII.

AMENITIES FOR PASSENGERS.

(50) **Booking offices.**—No additional booking offices have been opened at stations or at towns, during the year under review.

(51) **Additional out-agencies opened during the year under review.**—Nil.

(52) **Waiting rooms & Waiting halls.**—

- | | | |
|--|---|----------------------------|
| <p>(a) No. of additional waiting rooms provided for 1st and 2nd class passengers during the year under review.</p> <p>(b) Inter and third class waiting rooms and waiting halls.</p> | } | As per details given below |
|--|---|----------------------------|

Statement showing Inter and Third Class waiting rooms and waiting halls for the year 1937-38.

	J. Ry.	J. H. Ry
(a) Total number of stations open for the passenger traffic.. .. .	111	48
(b) Number of stations at which Waiting rooms or halls have been provided for Inter Class passengers:—		
(i) Generally	Nil.	Nil.
(ii) For women	Nil.	Nil.
(c) Number of stations at which third class waiting rooms or halls have been provided:—		
(i) Generally	69	44
(ii) For women only	3	3
(d) Percentage of stations at which waiting rooms or halls have been provided as compared with the total number of stations open for passenger traffic:—		
(i) For inter class generally	Nil.	Nil.
(ii) For inter class women only	Nil.	Nil.
(iii) For third class generally	62.2	91.7
(iv) For third class, women only	2.7	6.3

1st class waiting room was provided at Pithoro.

2nd class waiting rooms were provided at Tando Jan Mohamed, Jhuluri and Pithoro.

A combined 1st and 2nd class waiting room was constructed at Narainpura. One at Ladnun is still under construction.

3rd class waiting rooms or halls were provided at the following stations.—

New Chhor, Jhuluri, Nazikabad, Rajar Sind, Barani Sind and Roshanabad.

3rd class waiting rooms or halls for women only were provided at:—

Tando Allahyar and Tando Jam.

Covered platforms—A statement is given below giving details.

Statement showing number of stations provided with covered platforms for the year 1937-38.

				J. Ry.	J. H. R.
A.	Total number of stations open for passenger traffic:—	..	..	111	48
	(i) Class D (or flag) stations	..	..	45	15
	(ii) Other than class D (or flag) stations	..	..	66	33
B.	(i) Number of stations at which there are two or more platforms	..	..	6	2
	(ii) Total number of platforms at such stations	..	..	18	7
	(iii) Total number of covered platforms at such stations	..	..	Nil.	4
	(iv) Percentage of (iii) to (ii)	..	..	Nil	57.1
C.	(i) Number of stations other than class D at which there is only one platform	..	..	60	31
	(ii) Number of such stations at which there are covered platforms	..	..	Nil.	Nil.
	(iii) Percentage of (ii) to (i)	..	..	Nil.	Nil.

Mirpurkhas station was provided with a shed over platform during 1937-38.

Platforms above rail level—A statement is given below showing details—

Statement showing number of stations provided with platforms above rail level for the year 1937-38.

					J. Ry.	J. H. Ry..
A.	Total number of stations open for passenger traffic:—	..	..	..	111	46
	(i) Class D (or flag) stations	..	..	..	45	15
	(ii) Other than class D (or flag) stations	..	..	..	66	33
	Total	..	..	..	111	48*
B.	(i) Number of stations other than flag stations at which there are more than one platform	..	..	..	6	2
	(ii) Total number of platform at such stations	..	..	..	18	7
	(iii) Total number of platforms at such stations above rail level	..	..	..	14	4
	(iv) Percentage of (iii) to (ii)..	..	..	..	77.8	57.1
C.	(i) Number of stations at which there is only one platform	..	..	..	105	46
	(ii) Number of such stations at which platforms are above rail level	..	..	..	6	1
	(iii) Percentage of (ii) to (i) ..	..	..	..	5.6	2.2

* These stations are open for passenger traffic and does not include Kuchaman Road, Marwar Junction, Sujargarh, Hyderabad (Ind), Parbatsar Fair and Tilwara Fair stations.

(53) Refreshment rooms for Hindus and Mohammedans:—

Same as last year.

(54) Vendors stalls in waiting halls and on platforms—

(a) Number of stations at which stalls were in service. . . 21

(b) Stations at which stalls were provided during the year. } 3 permanent—1 at each of Pithoro, Mirpurkhas and Kunri Sind.

4 temporary—2 at Mirpurkhas, 1 at Pithoro and Jamesabad each.

(55.) Water supply for passengers:—**(1) Arrangements made.****(a) At large stations—**

- (i) Platform water taps have been provided.
- (ii) Watermen have been provided.
- (iii) Additional water storage huts have been constructed to store cool water.
- (iv) Facilities are provided to charitable organizations who arrange additional supply of water at station platforms, passenger trains and passenger sheds.

(b) At the smaller stations—

- (i) At the majority of stations a waterman has been provided.
- (ii) There are water storage huts to store cool water.

In addition to the above facilities travelling watermen are engaged throughout the hot season to supply water to passengers in train.

(2) No. of stations at which watermen are employed throughout the year	.. ..	104
(3) Total number of watermen permanently employed		108
(4) Number of additional watermen engaged temporarily during hot season	.. ..	16

(56) Restaurant or Buffet car services.—

- (a) No. of trains on which cars are run catering in the European style Same as last year.
- (b) No. of trains on which cars are run catering in the Indian Style —do.—
- (c) No. of trains on which buffet cars run —do—

(57) Improvements carried out in latrines.—All carriages are fitted with latrines, of the 207 vehicles on line, latrines of 28 carriages are below the standard. A programme is already in force for increasing the size of latrines to the standard size.

(58) Arrangements to ensure cleanliness of latrines.—Carriage tanks are filled at terminal stations and at intermediate engine-changing stations where trains stop for a sufficiently long time the staff attend to latrines, if and when desired by passengers.

(59) A brief review of traffic position when difficulty was experienced in meeting all demands for stock and the measures adopted to ease the Situation :—No serious difficulty was experienced in meeting stock requirement except for covered stock during peak traffic period when foreign stock returning empty was fully made use of and action was taken to have the turn round hurried up.

(60) Suggestion (or complaint) books.—

- (a) Number of stations provided with complaint books. }
 - (b) The use to which they have been made .. }
 - (c) Methods employed to bring to public notice the provision of such books. .. }
- Nil.

NOTE.—Complaint Books have since been put into use at six stations from April 1938.

CHAPTER VIII.

MISCELLANEOUS.

(61) Railway Enquiry Committee's report.—

(i) *Reduction in carriage and wagon examination (para 56).—*

A detailed examination of all carriage and wagon examining stations and staff employed at these stations was made on this Railway with the result that two carriage examining stations have been closed and staff brought under reduction.

(ii) *Acceleration of passenger trains.—*Our mail trains 3 Up and 4 Dn. are running between Marwar Junction and Hyderabad (Sind) as fast as necessary to maintain Bombay and Karachi connections at both ends. This has recently been the subject of correspondence between the B. B. & C. I. Railway, N. W. Railway and ourselves, but N. W. Ry. has refused to alter their trains to give a quicker connection Bombay-Karachi and *vice versa*.

The timings of most of the other trains is dependent upon foreign Railway connections at Hyderabad, Marwar Junction, Kuchaman Road, Chilo and Sujangarh.

(iii) *Acceleration of goods trains and reduction of loads.—*

Enquiries are afoot to reduce the through transit of goods between Hyderabad and Kuchaman Road by 24 hours each way and to reduce the delay to through wagons at Mirpurkhas, Marwar Junction, Luni Junction, Merta Road, and Chilo. This will be brought into force after the wheat season is over.

There is no section where a reduction in train load would be either economical or advantageous.

(iv) *Transit of Traffic (para 62).—*See reply above.(v) *Closing of unremunerative Branch lines (para 69).—*There are no such branch lines on this Railway.(vi) *Reduction of accommodation provided for the upper class (paras 71–73).—*No steps are being taken, at present, to combine first and second class into a single upper class. The provision of larger upper class coupe compartments instead of 4 berths compartment will be considered when upper class carriages are being constructed. First class accommodation on Raniwara and Phalodi Branches is being removed.(vii) *Dishonesty and incivility (Paras 101 to 103).—*Dishonesty and incivility of staff towards public are rare on this Railway, and if any reported, exhaustive enquiries are made and severe disciplinary action taken in all genuine cases. The importance of civility and courtesy by the staff towards public is also impressed upon the staff through slogans on the title pages of the Monthly Gazettes and Working Time Tables.

The following cases were dealt with during the period:—

- (i) Mr. Guman Mal, S. M. Dismissed for criminal breach of trust from 19th August, 1937.
- (ii) „, Bejay Raj, B. C... Dismissed for accepting money from public without giving receipt or accounting for it in the station books, from 7th April, 1937.
- (iii) Rahima s/o Allahbux Bhisty. Dismissed from 2nd August, 1937. Man of loose character. Stole Rs. 200/-Convicted and sentenced.
- (iv) Poosia s/o Hardeo H. W. M. Dismissed for unmoral character from 7th June, 1937.
- (v) Haria H. W. M. Dismissed for stealing a passenger's luggage, from 4th March, 1937.
- (vi) Birda H. W. M Dismissed for assulting and causing injury to a person, from 29th March, 1937.
- (vii) Chadi Ram H. W. M. Dismissed for committing theft, from 16th February, 1937.

(viii) *Training of Staff*—(*Paras 105 to 110*) *Traffic*—
There is no school for the training of staff. But candidates for signallers are sent up to Ajmer for Telegraph examination after having been trained in local schools and duly tested by the Traffic Inspectors.

Departmental examinations are held for new appointment and promotions. A selection is then made from the successful candidates according to merit.

Loco—There is no such facility existing on this Railway except the recruitment of educated apprentices who are given training both theoretical and practical for a fixed period of five years.

(ix) *Stimulation of interest of staff*—(*Para 114*)—We encourage the spirit of suggestions by staff. Monthly Gazettes and circulars are also issued from time to time for stimulation of interest among the staff.

(x) *Simplification of tariffs*—(*Para 127*)—The Wedgewood Committee urged that the question of simplification of schedules with the ultimate object of reducing the number of schedules applicable to each commodity concerned to the minimum that can be justified on definite commercial grounds should be more energetically taken up

The assimilation of schedules was carried out by this Railway in conjunction with the B. B. & C. I. Railway so as to arrive at the greatest possible measure of uniformity in charging of through traffic.

A thorough examination of the traffic carried at schedule rates over this Railway has also been made with a view to cancel dead or inoperative schedules and thereby effect a simplification in our tariff.

- (xi) *Methods taken to expedite quotations of rates to the public*—Though Rate registers have not yet been introduced over this Railway, Rate Note Books were introduced at all stations from January, 1938 and these are being maintained by the staff for the inward and outward traffic both local and foreign.

This was done in pursuance of the commercial committee's recommendation to the effect that pending introduction of Rate Registers, Railways should adopt Rate Note Books generally to serve as a foundation for the subsequent preparation of Rate Registers and also to save the staffs' own time in finding out correct rates for traffic dealt with at each station.

- (xii) *Introduction of passenger road services or the development of feeder services through contractors*—(Paras 161 to 163)—No steps have been taken to run motor bus services or to work these through contractors. This has never the less been given full consideration. However, on two sections where the traffic is dense i. e. Mirpurkhas-Chhor and Mirpurkhas-Jhudo, we are introducing "Omnibus" trains which will stop at villages between stations and which carry conductors who issue tickets on the trains.

62. Statistical Results.—Some of the important statistical results are given below:—

Coal Consumption.

Particulars.	1934-35. lb.	1935-36. lb.	1936-37. lb.	1937-38. lb.
1. Coal consumption per 1,000 gross ton miles (Passenger and proportion of Mixed) ..	143.7	147.8	154.7	156.0
2. Coal consumption per 1,000 gross ton miles (Goods and proportion of Mixed) ..	139.1	137.5	141.0	149.0
3. Coal consumption per engine mile (sbunting)	24.4	25.5	27.0	28.1

The coal bills during the year absorbed 25.39 days' gross earnings against 25.08 days' gross earnings in the last year.

Average speed of trains.

Particulars.	1934-35.	1935-36.	1936-37.	1937-38.
Passenger	20.1	20.4	20.4	20.3
Mixed	13.4	14.4	14.3	14.5
Goods (Main line)	10.5	9.63	9.65	9.76
Goods (Branch line)	9.34	9.89	9.62	11.7

Average train load (In terms of 4-wheelers)

Particulars.	1934-35.	1935-36.	1936-37.	1937-38.
Passenger	20	18	20	21
Goods (Main Line)	53	52	53	55
Goods (Branch Line)	28	26	23	22

Average starting wagon load.

Particulars.	1934-35.	1935-36.	1936-37.	1937-38.
Coal and Coke	9'53	10'2	10'4	9'62
Heavy Merchandise	8'58	8'63	8'47	7'83
Light Merchandise	3'07	4'15	4'66	4'68

I have the honour to be,

Sir,

Your most obedient servant,

J.W. GORDON,

Manager,

Jodhpur Railway.

Jodhpur Railway

ANNUAL REPORT

1937-38.

SECTION II.

Capital and Revenue Accounts.

(Financial Statements).

JODHPUR RAILWAY.

Annual Report for 1937-38

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No. I.— *Statement of Capital outlay authorised.*

No.	Date of Sanction.	Sanctioning Authority.	Nature of Estimate.	Jodhpur Railway.	Jodhpur-Hyderabad Railway (British Section)	Sind Light Railway. Khairo.	Total for the System.
				Rs.	Rs.	Rs.	Rs.
			Total Capital outlay on final heads as per accounts up to end of the year ending 31st March 1937	4,65,15,362	1,14,30,119	9,58,605	5,89,04,086
			Further Capital Outlay on final heads during the year 1937-38	4,07,527	1,88,056	12,534	6,08,117
			Total	4,69,22,889	1,16,18,175	9,71,139	5,95,12,203
1240 B.	25th March '38	Railway Board	Budget for 1938-39 (final heads) .. ..	..	36,000	..	36,000
6769	12th March '38	Jodhpur Govt.	Budget for 1938-39 (final heads)	13,54,100	..	..	13,54,100
7030	21st March '38	—Do.—	Budget for 1938-39 (Suspense heads)	—29,403	..	..	—29,403
			Total	4,82,47,586	1,16,54,175	9,71,139	6,08,72,900

No. V.—Details of Capital Expenditure for the year ending 31st March 1938.

Particulars.	Jodhpur Railway.	Jodhpur- Hyderabad Railway (British Section).	SIND LIGHT RAILWAY. Khadro.	Total Metre- Gauge System.
	Rs.	Rs.	Rs.	Rs.
LINES OPEN FOR TRAFFIC.				
I. Structural Engineering works.—				
(1) Preliminary Expenses .. ..	..	..	..	..
(2) Land .. ..	..	11,283	..	11,283
(3) Formation	871	16,853	3	17,757
(4) Bridge work	30,050	581	217	30,878
(5) Fencing	—46	511	..	465
(6) Electric Telegraph	4,100	..	5,205	9,306
(7) Ballast and Permanent Way	—92,574	23,962	88	—68,524
(8) Stations and Buildings	1,55,719	1,29,055	6,850	2,91,663
(9) Plant Construction .. ..	..	—280	..	—280
Total	98,120	1,51,995	12,473	2,62,548
II. Equipment (plant and furniture needed for equip- ment) of Open Line.—				
(1) Plant	42,894	6,061	101	49,026
(2) Stations and Office furniture .. ..	..	..	..	..
(3) Motors, Lorries, Steamers or boats required for general purposes of the Railway, but not for public traffic .. ..	..	..	..	..
Total	42,894	6,061	101	49,026
III. Rolling Stock.—				
(1) Rail	2,66,513	..	..	2,66,513
(2) Motor Cars .. ..	..	..	..	..
(3) Ferries .. ..	..	..	..	..
Total	2,66,513	..	..	2,66,513
IV. General Charges.—	..	..	..	..
V. Collieries .. ..	..	..	..	..
(1) Block Account .. ..	..	..	..	..
(2) Plant and Equipment .. ..	..	..	..	..
Less—Amount reduced by Sinking Fund .. ..	..	..	..	..
Net .. ..	..	..	..	..
VI. Miscellaneous (interest during construction and other charges permitted as a debit to Capital in terms of relevant contracts) .. ..	..	..	..	..
Total .. ..	..	..	..	..
VII. Exchange .. ..	..	..	..	..
Total expenditure for the year	1,07,527	1,58,056	12,534	6,08,117
LINES IN COURSE OF CONSTRUCTION.				
I. Structural Engineering Works.—				
(1) Preliminary Expenses .. ..	..	..	..	..
(2) Land .. ..	..	..	..	..
(3) Formation .. ..	..	..	..	..
(4) Bridge work .. ..	..	..	..	..
(5) Fencing .. ..	..	..	..	..
(6) Electric Telegraph .. ..	..	..	..	..
(7) Ballast and Permanent Way .. ..	..	..	..	..
(8) Stations and Buildings .. ..	..	..	..	..
(9) Shore connections for ferry steamers .. ..	..	..	..	..
(10) Plant Construction .. ..	..	..	..	..
Total .. ..	..	..	..	..
II. Equipment (plant and furniture needed for equip- ment of Open Line).—				
(1) Plant .. ..	..	..	..	..
(2) Stations and office furniture .. ..	..	..	..	..
(3) Motors, Lorries, Steamers or Boats, etc. .. ..	..	..	..	..
Total .. ..	..	..	..	..
III. Rolling Stock.—				
(1) Rail .. ..	..	..	..	..
(2) Motor Cars .. ..	..	..	..	..
(3) Ferries .. ..	..	..	..	..
Total .. ..	..	..	..	..
IV. General Charges .. ..	..	..	..	..
V. Collieries.—				
(1) Block Account .. ..	..	..	..	..
(2) Plant and equipment .. ..	..	..	..	..
Total .. ..	..	..	..	..
VI. Miscellaneous .. ..	..	..	..	..
VII. Exchange .. ..	..	..	..	..
Total expenditure for the year .. ..	..	..	..	..
GRAND TOTAL	4,07,527	1,88,056	12,534	6,08,117

Amount of construction work opened for traffic for more than two years is transferred to open line during the year.

No. VI—Estimate of further Expenditure on Capital Account for the year ending 31st March 1938.

Particulars.	Total Expenditure from commencement of operations to end of the year on Final heads.			
	Jodhpur Railway.	Jodhpur-Ilyderabad Railway (British Section).	SIND LIGHT RAILWAY. Khadro Branch.	Total Metre-Gauge System.
LINE OPEN FOR TRAFFIC MORE THAN TWO YEARS.	Rs.	Rs.	Rs.	Rs.
I. Structural Engineering works—				
(1) Preliminary Expenses	2,02,045	84,859	3,900	2,90,804
(2) Land	39,379	2,12,291	..	2,51,670
(3) Formation	19,45,856	8,58,914	64,671	28,79,441
(4) Bridge work	26,58,165	8,16,694	51,062	35,25,921
(5) Fencing	2,27,845	3,75,227	954	6,04,026
(6) Electric Telegraph	52,597	25,345	5,206	83,148
(7) Ballast and Permanent Way	1,52,66,576	50,27,340	6,95,805	2,09,89,721
(8) Stations and Buildings	64,15,492	25,24,586	83,198	90,23,276
(9) Plant Construction .. ..	..	30,510	3,617	34,127
(10) Purchase price of Jhudo line .. ..	..	11,48,649	..	1148,649
Total ..	2,64,17,955	1,11,04,415	9,08,413	3,88,30,783
II. Equipment (Plant and furniture needed for equipment of open Line).—				
(1) Plant	18,24,540	1,02,180	4,312	19,31,042
(2) Station and Office furniture .. ..	..	..	..	..
(3) Motors Lorries, Steamers or boats required for general purposes of the Railway but not for public traffic. .. ..	..	..	..	..
Total ..	18,24,540	1,02,180	4,312	19,31,042
III. Rolling Stock—				
(1) Rail	1,78,64,369	..	..	1,78,64,369
(2) Motor Cars .. ..	..	..	..	..
(3) Ferries .. ..	..	..	..	..
Total ..	1,78,64,369	..	..	1,78,64,369
IV. General Charges	3,58,631	3,84,332	58,414	8,01,377
V. Collieries—				
(1) Block Account .. ..	..	..	..	..
(2) Plant and Equipment .. ..	..	..	..	..
Less—Amount redeemed by Sinking Fund .. ..	..	..	..	..
Net ..	..	..	..	..
VI. Miscellaneous (Interest during Construction and other charges permitted as a debit to Capital in terms of relevant contract) .. ..	..	..	..	..
VII. Exchange .. ..	..	27,238	..	27,238
Total expenditure ..	4,68,65,495	1,16,18,175	9,71,139	5,94,54,809
LINES IN COURSE OF CONSTRUCTION.				
I. Structural Engineering work.—				
(1) Preliminary Expenses	57,394	..	..	57,394
(2) Land .. ..	..	..	..	..
(3) Formation .. ..	..	..	..	..
(4) Bridge work .. ..	..	..	..	..
(5) Fencing .. ..	..	..	..	..
(6) Electric Telegraph .. ..	..	..	..	..
(7) Ballast and Permanent Way .. ..	..	..	..	..
(8) Stations and Buildings .. ..	..	..	..	..
(9) Shore connections for ferry steamers .. ..	..	..	..	..
(10) Plant Constructions .. ..	..	..	..	..
Total ..	57,394	..	..	57,394
II. Equipment (Plant and furniture needed for equipment of open Line).—				
(1) Plant .. ..	..	..	..	..
(2) Stations and office furniture .. ..	..	..	..	..
(3) Motor, Lorries, or boat etc. .. ..	..	..	..	..
Total ..	..	..	..	..
III. Rolling Stock—				
(1) Rail .. ..	..	..	..	..
(2) Motor Cars .. ..	..	..	..	..
(3) Ferries .. ..	..	..	..	..
Total ..	..	..	..	..
IV. General Charges .. ..	..	..	..	..
V. Collieries.				
(1) Block Account .. ..	..	..	..	..
(2) Plant and Equipment .. ..	..	..	..	..
Total ..	..	..	..	..
VI. Miscellaneous .. ..	..	..	..	..
VII. Exchange .. ..	..	..	..	..
Total ..	57,394	..	..	57,394
GRAND TOTAL ..	4,69,22,889	1,16,18,175	9,71,139	5,95,12,203

No. VII.—CAPITAL ACCOUNT.

JODHPUR HYDERABAD RAILWAY.—(British Section.)

Dr.				Cr.
	Rs	By—		Rs.
To expenditure incurred in India	1,00,52,325	I —Structural Engineering Works:—		
		(1) Preliminary expenses ..	84,864	
		(2) Land	2,12,291	
		(3) Formation	8,58,914	
		(4) Bridge work	8,16,694	
To expenditure incurred in England—		(5) Fencing	3,75,227	
		(6) Electric Telegraph	25,345	
		(7) Ballast and Permanent Way ..	50,27,438	
		(8) Stations and Buildings	25,24,617	
		(9) Plant construction	30,510	
		(10) Purchase price of Jhudo line ...	11,48,649	
Stores @ 2s a rupee to end of 1926-27 Rs. 15,01,966		II.—Equipment (Plant and furniture needed for equipment of open line):—		
Stores @ 1s-6d a rupee during 1927-28 Rs 2,86,784	17 88,750	(1) Plant	1,02,190	
Stores from 1928-29 to 1937-38 Rs. Nil		(2) Stations and office furniture		
Miscellaneous ..		(3) Motors, Lorries Steamers or boat, etc		
		III.—Rolling Stock:—		
		(1) Rail		
To charge for leave and pension allowance ..	20,522	(2) Motor Cars		
		(3) Ferries		
		IV —General Charges	3,85,628	
		V Collieries:—		
		(1) Block Account		
To charge for capitalization of abatement of land revenue	40,022	(2) Plant equipment		
		Less amount redeemed by sinking fund		
		Net —		
		VI.—Miscellaneous (interest during construction and other charges permitted as a debit to Capital in terms of relevant contract) ..		
		Loss by exchange	27,238	
		Total	1,16,19,605	
		Suspense Accounts	2,22,900	
		Total	1,18,42,505	
		Less Receipts on Capital Accounts		
		Preliminary Expenses	5	
		Ballast and Permanent Way	98	
		Stations and Buildings	31	
		General charges	1,296	
		Total	1,430	
		Net Capital Outlay	1,18,41,075	
		Add—Charge for leave and pension allowances	20,522	
		Add—Charge for Capitalization of abatement of land revenue	40,022	
Total ..	1,19,01,619	Total	1,19,01,619	

JODHPUR RAILWAY.—(Whole System.)
Revenue Accounts for the year ending 31st March, 1938.

E X P E N D I T U R E .				E A R N I N G S .			
Percentage or gross earnings.	Previous year.	Particulars.	Year ending 31st March 1938.	Percentage on gross earnings.	Previous year.	Particulars.	Year ending 31st March 1938.
	Rs.		Rs.		Rs.		Rs.
8.22	10,02,350	To Maintenance of Structural works	10,28,655	8.12		I.—Earnings from Coaching Traffic.	
14.51	17,48,011	" Maintenance of Supply of Locomotive Power.	18,07,084	14.27		(a) Passenger Traffic.—	
1.83	5,88,405	" Maintenance of Carriage and Wagon Stock	5,39,368	4.28		(i) Upper Classes	4,39,857
		" Maintenance and working of Ferry Steamer and harbours				(ii) Third Class	39,40,880
8.12	9,89,742	" Expenses of Traffic Department	10,95,145	8.65		(b) Other Traffic	5,73,030
5.37	6,51,306	" Expenses of General Department	6,18,126	4.84		II.—Earnings from Goods Traffic.. .. .	72,81,822
5.34	6,51,213	" Miscellaneous Expenses	6,99,498	5.32		III.—Miscellaneous Earnings	4,60,219
		" Appropriation to Depreciation Fund, or Renewal and replacement expenditure (for Coy. Rys).	7,89,633	6.21		Total earnings of the System	1,26,64,827
7.21	8,82,181	Payment to Worked lines.—	1,32,970	1.05			
1.00	1,29,509	(a) Net earnings					
		(b) Rebate					
		(c) Subsidy					
51.60	66,65,847	Total Working Expenses	67,11,349	52.99			
41.31	55,21,502	To balance net earnings	59,53,178	47.01			
100%	1,21,87,339	Total	1,26,64,827	100%			

W O R K I N G E X P E N S E S .				E A R N I N G S .			
	Gross Earnings.	Ordinary Expenses.	Renewals and Replacement.	Appropriation to Depreciation reserve fund.	Total columns (3+4+5).	Net working expenses column 6-7.	Operating ratio.
1	2	3	4	5	6	7	8
Jodhpur Railway	85,26,722	36,37,050	5,96,533		12,33,903	42,33,903	42,92,819
Jodhpur-Hyderabad Ry. (British Section)	39,10,488	20,63,059	1,48,480	1,92,770	21,01,309	22,55,829	16,40,659
Mirpur Khas-Khadro Railway	2,21,617	88,617			88,617	88,617	1,32,970
Total for the system	1,26,64,827	57,88,766	7,45,333	1,92,770	67,86,559	65,75,379	60,86,448
							51.91

* This excludes Rs. 1,32,970/- on account of payment to worked line

G. H. A. WOOD,
Auditor of Accounts,
Jodhpur Railway.

Dated the 16th June, 1938.

No. VIII (Continued).
JODHPUR RAILWAY.—(Jodhpur Section).
Revenue Accounts for the year ending 31st March 1938.

EXPENDITURE.			EARNINGS.		
Percentage on gross earnings.	Previous year.	PARTICULARS.	Year ending 31st March 1938	Previous year.	PARTICULARS.
	Rs.		Rs.	Rs.	Rs.
7.96	6,56,327	To Maintenance of Structural Works.	7,01,763	8.20	I. Earnings from Coaching Traffic ..
14.32	11,80,344	" Maintenance of Supply of Locomotive power ..	12,00,845	14.08	(a) Passenger Traffic.—
4.77	3,92,859	" Maintenance of Carriage and Wagon Stock ..	3,58,302	4.20	(i) Upper Classes ..
..	..	" Maintenance and Working of Ferry, Steamer and harbours ..	7,27,505	8.53	(ii) Third Class ..
8.01	6,60,752	" Expenses of Traffic Department ..	4,10,523	4.82	(b) Other Traffic ..
5.28	4,35,546	" Expenses of General Department ..	2,58,112	2.79	II Earnings from Goods Traffic ..
2.59	2,13,530	" Miscellaneous Expenses ..	5,96,853	7.00	III Miscellaneous Earnings ..
8.44	6,95,875	" Renewal and replacement expenditure (for Coy. Ryrs). ..	..	4,13,056	Total earnings of the System ..
..	..	Payment to Worked lines.—	..	82,44,984	..
..	..	(a) Net earnings ..	..	..	..
..	..	(b) Relate ..	..	..	..
..	..	(c) Subsidy ..	..	..	..
51.37	42,35,233	Total Working Expenses ..	42,33,903	49.65	..
43.63	40,09,751	To Balance net earnings ..	42,92,819	50.35	..
100.00	82,44,984	Total ..	85,26,722	100.00	..

Dated the 18th June, 1938.

G. H. A. WOOD.
Auditor of Accounts,
Jodhpur Railway.

No. VIII (Continued)

JODHPUR-HYDERABAD RAILWAY.—(*British Section.*)

(Including M. K. B. Railway.)

Revenue Accounts for the year ending 31st March 1938.

EXPENDITURE.			EARNINGS.		
Percentage on gross earnings.	Previous year.	PARTICULARS.	Year ending 31st-March 1938.	Percentage on gross earnings.	Previous year.
	Rs.		Rs.		Rs.
8.78	3,46,023	To Maintenance of Structural works ..	3,26,872	7.90	
14.91	5,87,697	„ Maintenance of Supply of Locomotive Power ..	6,06,839	14.67	
4.95	1,95,606	„ Maintenance of Carriage and Wagon Stock ..	1,81,066	4.38	
..	..	„ Maintenance and working of Ferry Steamer and harbours ..	3,67,640	..	1,80,497
8.34	3,28,990	„ Expenses of Traffic Department ..	2,07,903	8.88	..
5.55	2,18,760	„ Expenses of General Department.	4,61,386	5.02	14,17,778
11.00	4,37,713	„ Miscellaneous Expenses ..	1,92,770	11.15	1,51,580
4.73	1,86,306	„ Appropriation to Depreciation Fund (for Coy. Rys.) ..		4.66	21,63,249
		Payment to Worked lines.—			29,251
3.28	1,29,509	(a) Net earnings ..	1,32,970	3.21	
..	..	(b) Rebate ..	..	..
..	..	(c) Subsidy ..	..	..
		Total Working Expenses	24,77,446	59.87	
61.65	24,30,604	To Balance net earnings	16,60,659	40.13	
38.35	15,11,751	Total	41,38,105	100.00	
100.00	39,42,355				39,42,355
					41,38,105

Dated the 16th June, 1938.

G. H. A. WOOD,
Auditor of Accounts,
Jodhpur Railway.

MIRPUR KHAS—KHADRO RAILWAY.

Revenue Account for the year ending 31st March 1938.

E X P E N D I T U R E .				E A R N I N G S .		
Percentage on gross earnings.	Previous year.	Particulars.	Year ending 31st March 1938.	Percentage on gross earnings.	Previous year.	Year ending 31st March 1938.
	Rs.		Rs.		Rs.	Rs.
9·97	21,530	To Maintenance of Structural works.	16,961	7·65		
10·07	21,736	To Maintenance of Supply of Locomotive Power ..	23,589	10·65		
3·52	7,610	„ Maintenance of Carriage and wagon Stock ..	8,135	3·67	6,894	6,649
..	..	„ Maintenance & Working of Ferry Steamer & harbours ..	14,169	..	1,16,308	1,13,025
5·49	11,839	„ Expenses of Traffic Department ..	8,012	6·39	6,018	5,612
3·65	7,872	„ Expenses of General Department ..	17,781	3·62	85,139	94,808
7·30	15,752	„ Miscellaneous Expenses ..	..	8·02	1,489	1,523
..	..	„ Appropriation to Depreciation Fund, or Renewal & replacement expenditure (for Coy. Rys.) ..	..	..	2,15,848	2,21,617
		Payment to worked lines.—				
..	..	(a) Net earning ..	..	..
..	..	(b) Rebate ..	..	..
..	..	(c) Subsidy ..	..	..
40·00	86,339	Total Working Expenses ..	88,647	40·00		
60·00	1,29,509	Total Balance net earnings ..	1,32,970	60·00		
100·00	2,15,848	Total ..	2,21,617	100·00		

G. H. A. WOOD,
Auditor of Accounts,
Jodhpur Railway.

Dated the 16th June, 1938.

No. IX.

JODHPUR RAILWAY—(System.)

Summary of working Expenses for the year ending 31st March 1938.

	JODHPUR RAILWAY.					JODHPUR-HYDERABAD RAILWAY INCLUDING-MIRPURKHAS KHADRU LINES.					Total for the System.
	I.—General Administration.	II.—Ordinary Repairs and maintenance.	III.—Operating Expenses.	IV.—Renewal and Replacements.	Total.	I.—General Administration.	II.—Ordinary Repairs and maintenance.	III.—Operating Expenses.	IV.—Appropriation to Depreciation Reserve Fund.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Abstract A	..	1,49,495	5,52,208	5,15,535	12,17,348	74,066	2,52,806	..	..	3,26,872	15,44,220
" B	..	85,514	2,69,396	10,372	12,11,217	43,214	1,36,137	4,27,458	..	6,01,839	18,18,056
" C	..	70,988	2,59,602	70,896	4,29,198	35,873	1,31,189	14,004	..	1,81,066	6,10,204
" D
" E	..	94,856	18,646	..	7,27,505	47,935	9,423	3,70,282	..	3,67,610	10,95,145
" F	..	3,38,489	72,034	..	4,10,823	1,78,074	29,829	..	..	2,07,903	6,18,426
" G	..	2,01,300	..	36,812	2,38,112	1,01,725	..	3,59,661	..	1,61,380	6,99,498
Appropriation to Depreciation Reserve Fund	1,92,770	1,92,770	1,92,770
Total for the system	..	9,40,642	11,71,946	5,96,853	42,33,903	4,80,887	5,59,384	11,11,435	1,92,770	23,44,476	65,78,379

Abstract A.

No. X—Maintenance of Structural Works.

Year ending 31st March 1937.

Year ending 31st March 1938.

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I. GENERAL ADMINISTRATION—			
			1. Management and Control—			
			(a) Salaries—			
1,06,600	35,401	71,099	(i) Administrative and Executive Officers ..	71,270	36,016	1,07,286
55,023	21,508	33,435	(ii) Subordinate Supervising staff ..	34,136	15,767	49,903
54,530	18,126	36,404	(iii) Office Staff ..	35,868	18,126	53,994
3,845	1,282	2,563	(b) Travelling and other Compensatory allowances ..	2,775	1,394	4,169
8,869	2,948	5,921	(c) Contingencies ..	5,446	2,763	8,209
2,28,767	79,345	1,49,422	Total General Administration ..	1,49,495	74,066	2,23,561
			II. ORDINARY REPAIRS AND MAINTENANCE—			
			1. Structural Works —			
5,10,163	1,70,283	3,39,880	(a) Track (Running line, siding and yards) ..	3,63,116	1,64,005	5,27,121
20,594	3,006	17,498	(b) Bridges and Tunnels ..	27,810	2,060	29,900
14,757	9,179	5,578	(c) Service buildings ..	13,287	10,901	24,188
42,979	13,156	29,823	(d) Residential staff quarters ..	44,909	17,582	62,491
14,474	7,088	7,386	(e) Miscellaneous (Fencing Service, roads, etc.) ..	6,138	9,036	15,224
5,148	103	5,040	(f) Replacements and Renewals of non-wasting assets.	—3,526	50	—3,476
			2. Equipment—			
19,758	7,349	12,409	(a) Engineer's Tools and Plant ..	9,227	6,188	15,415
1,755	975	780	(b) Service Motor Cars and trolleys ..	6,500	2,980	9,480
1,301	336	965	(c) Furniture and Sundries ..	508	189	697
8,978	983	7,995	(d) Electric Wiring and installation equipments ..	4,609	1,708	6,377
39,086	12,619	26,467	(e) Station Machinery (Signals, Turntables, water columns, etc.)	30,823	9,600	40,432
120	..	120	3. Conservancy of rivers ..	3,621	..	3,621
2,900	770	2,130	4. Plantations nurseries and gardens ..	1,286	591	1,977
63,123	23,429	39,694	5. New Minor Works ..	35,007	18,304	53,311
			6. Miscellaneous expenses ..			
22,307	15,147	7,160	(a) Carriage of Revenue Stores ..	7,292	10,216	17,508
6,140	2,160	3,980	(b) Losses on Cash and Stores ..	—1,329	—672	—2,001
..	..	..	(c) Other Items ..	..	..	..
7,73,583	26,478	5,06,905	Total Ordinary Repairs and Maintenance ..	5,52,268	2,52,806	8,05,074
10,02,350	3,46,023	6,56,327	Total Abstract A. ..	7,01,763	3,26,872	10,28,635

Value of stores returned to stock and credited during the year 1937-38 is Rs. 46,818 (J. R. Rs. 35,807/- and J. H. R. Rs. 11,011/-).

Abstract B.

No. X.—Maintenance and Supply of Locomotive Power.

Year ending 31st March 1937.

Year ending 31st March 1938.

Total.	Jodhpur Hydera- bad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION—			
			1. Management and control—			
			(a) Salaries—			
23,162	7,699	15,463	(i) Administrative and Executive Officers ..	14,634	7,396	22,030
47,412	15,486	31,706	(ii) Subordinate Supervising Staff ..	30,665	15,496	46,161
51,347	17,068	34,279	(iii) Office Staff ..	25,434	17,906	53,340
			(b) Travelling and other compensatory allowance ..	1,843	932	2,775
2,907	966	1,941	(c) Contingent office expenses ..	2,938	1,484	4,422
4,424	1,471	2,953				
1,29,332	42,990	86,342	Total General Administration ..	85,514	43,214	1,28,728
			II.—ORDINARY REPAIRS AND MAINTENANCE—			
			1. Locomotives—			
2,14,663	71,354	1,43,303	(a) Running repairs ..	1,46,436	74,001	2,20,437
1,71,234	56,918	1,14,316	(b) Workshop repairs ..	1,18,774	60,021	1,78,795
			(Outturn from manufacture suspense.)			
			2.—Equipment—			
4,466	1,485	2,981	(a) Machinery and Tools ..	2,668	1,348	4,016
2,371	954	1,917	(b) Service Motor Cars and Trolleys ..	—1,907	—1,64	—2,871
1,773	589	1,184	(c) Furniture and Sundries ..	644	326	970
7,271	2,417	4,854	3.—New Minor Works ..	2,781	1,405	4,186
4,02,278	1,33,717	2,68,561	Total ordinary repairs and maintenance ..	2,69,896	1,36,137	4,05,533
			III.—OPERATING EXPENSES—			
			1.—Running Staff—			
90,593	30,113	60,480	(a) Wages of Locomotive crews ..	60,771	30,711	91,482
92,191	30,644	61,547	(b) Mileage or Overtime ..	67,265	33,992	1,01,257
50,400	16,720	33,580	(c) Shed and yard cleaning and fuelling staff ..	33,727	17,043	50,770
8,508	2,828	5,680	(d) Contingent charges including clothing ..	5,654	2,858	8,512
			2.—Fuel—			
			Weight.			
			Total Tons. 58,374			
1,49,891	49,824	1,00,067	(a) Coal—			
..	..	..	(i) Indian ..	1,08,251	54,704	1,62,955
..	..	..	(ii) Foreign ..	..	..	..
..	..	..	(b) Patent Fuel ..	..	..	..
..	..	..	(c) Oil Fuel ..	..	..	..
			Total Tons. 252			
994	330	664	(d) Wood and Other ..	1,016	514	1,530
			(e) Freight on Fuel—			
5,45,976	1,81,482	3,64,494	(i) Sea and Foreign Railway ..	3,78,084	1,91,062	5,69,146
1,33,759	44,471	89,318	(ii) Home Railway ..	93,211	47,103	1,40,314
6,771	2,251	4,520	(f) Loading and inspection fee on coal ..	5,694	2,877	8,571
1,24,740	41,464	83,276	3. Water wages and stores ..	75,747	38,279	1,14,026
21,753	7,231	14,522	4. Oil, tallow and other stores ..	13,657	6,901	20,558
			5. Payments to other railways—			
..	..	..	(a) Haulage of trains ..	..	..	..
..	..	..	(b) Shunting at joint stations ..	..	..	..
—16,908	—5,620	—11,288	(c) Hire of Locomotives ..	—2,694	—1,562	—4,056
			6. Miscellaneous expenses—			
2,503	832	1,671	(a) Carriage of Revenue stores excluding fuel ..	1,845	932	2,777
24,832	8,254	16,578	(b) Losses of cash and stores ..	3,422	1,730	5,152
493	166	332	(c) Other items ..	285	144	429
12,36,431	4,10,990	8,25,441	Total Operating Expenses ..	8,45,935	4,27,488	12,73,423
17,68,041	5,87,697	11,80,344	Total Abstract B ..	12,00,445	6,03,839	18,07,684

Value of stores returned to stock and credited during the year 1937-38 is Rs. 10,397/- (J. R. Rs. 6,907/- and J. H. R. Rs. 3,490/-).

Abstract C.

No. X.—Maintenance of Carriage and Wagon Stock.

Year ending 31st March 1937.

Year ending 31st March 1938.

Total.	Jodhpur Hydera- bad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
I.—GENERAL ADMINISTRATION.—						
1. Management and control.—						
(a) Salaries.—						
23,162	7,699	15,463	(i) Administrative and Executive Officers ..	14,635	7,395	22,030
33,962	12,951	26,011	(ii) Subordinate supervising staff ..	24,976	12,622	37,598
40,048	13,312	26,736	(iii) Office staff	27,855	14,076	41,931
971	323	648	(b) Travelling and other compensatory allowances.	630	323	952
4,257	1,415	2,842	(c) Contingent of Office expenses	2,883	1,457	4,340
1,07,400	35,700	71,700	Total General Administration ..	70,984	35,473	1,06,457
II.—ORDINARY REPAIRS AND MAINTENANCE.—						
1. Coaching vehicles.—						
21,164	7,035	14,129	(a) Running repairs	12,591	6,363	18,954
2,00,949	66,796	1,34,153	(b) Workshop repairs	1,26,468	63,910	1,90,378
20,957	6,966	13,991	(1) Passenger carriages (outturn from manu- facture suspense)	19,061	9,633	28,694
			(2) Other coaching vehicle			
3. Goods Vehicles.—						
27,065	8,996	18,069	(a) Running repairs	13,322	6,732	20,054
1,29,683	43,107	86,576	(b) Workshop repairs (outturn from manufacture suspense)	82,503	41,602	1,24,195
4. Equipment.—						
4,899	1,628	3,271	(a) Machinery and Tools	2,801	1,416	4,217
..	..	..	(b) Service Motor Cars and Trolleys .. ..	..	..	..
1,525	507	1,018	(c) Furniture and Sundries	643	325	968
4,971	1,652	3,319	5. New Minor Works	2,213	1,118	3,331
4,11,213	1,36,687	2,74,526	Total Ordinary Repairs and Maintenance ..	2,59,602	1,31,189	3,90,791
III.—OPERATING EXPENSES.—						
1. Inspection of running vehicles.—						
44,274	14,717	29,557	(a) Examiners, cleaners, oilers, etc.	27,466	13,880	41,346
9,272	3,082	6,190	(b) Oil, grease and other stores	5,670	2,866	8,536
2. Payments to other Railways.—						
Receipt charges Net—						
1,745	580	1,165	(a) Hire of vehicles loaned .. ..	..	..	..
3. Miscellaneous—						
781	260	521	(a) Carriage of Revenue Stores	607	306	913
13,527	4,496	9,031	(b) Losses of Cash and Stores	—6,183	—3,124	—9,307
253	84	169	(c) Other Items	156	79	235
..	..	..	4. Rail Cars	—4	—3	—7
69,552	23,219	46,333	Total Operating Expenses ..	27,712	14,004	41,716
5,88,465	1,95,406	3,92,859	Total Abstract C. ..	3,53,302	1,81,096	5,39,398

Value of stores returned to stock and credited during the year 1937-38 is Re. 2,250/- (J. R., Rs. 1,495/- and J. H. R., Rs. 755/-).

Abstract D.

No. X.—Maintenance and working of Ferry Steamers and Harbours—Nil.

Abstract E.

No. X.—Expenses of Traffic Department.

Year ending 31st March 1937.

Year ending 31st March 1938.

Total.	Jodhpur Hyd- era- bad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hyd- era- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION.—			
			1. Management and control.—			
			(a) Salaries.—			
70,854	23,551	47,303	(i) Traffic Manager, Deputies and Assistants ..	47,825	24,168	71,993
63,656	21,159	42,497	(ii) Subordinate supervising staff	41,930	21,189	63,119
3,784	1,258	2,526	(iii) Office staff	3,959	2,001	5,960
2,039	678	1,361	(b) Travelling and other compensatory allowances ..	1,142	577	1,719
1,40,333	46,046	93,687	(c) Contingent office expenses. . . .	94,856	47,935	1,42,791
			Total General Administration ..			
			II.—ORDINARY REPAIRS AND MAINTENANCE.—			
			1. Equipment.—			
19,467	6,471	12,996	(a) Office and station furniture and appliances ..	13,993	7,071	21,064
6,789	2,257	4,532	(b) Tarpaulins wagon covers, etc. ..	4,054	2,049	6,103
212	70	142	(c) Service motor cars (rail and road) and trollies ..	599	303	902
26,468	8,798	17,670	Total Ordinary Repairs and Maintenance ..	18,646	9,423	28,069
			III.—OPERATING EXPENSES			
			1. Salaries, Wages and Allowances.—			
21,814	7,251	14,563	(a) General operating staff (Inspectors, Canvassers, etc.)	13,183	6,662	19,845
3,53,632	1,17,547	2,36,085	(b) Station staff	2,49,037	1,25,650	3,74,687
69,472	23,092	46,380	(c) Train staff	49,116	24,321	73,937
30,450	10,121	20,329	(d) Mileage and overtime of train staff	20,914	10,569	31,483
19,392	6,446	12,946	(e) Travelling ticket examining staff	13,858	7,003	20,861
46,019	15,297	30,722	2. Fires, light and general stores for stations and sheds..	30,633	15,480	46,113
80,085	26,620	53,465	3. Lighting, water and general stores in trains ..	63,180	31,927	95,107
15,331	5,096	10,235	4. Clothing.. ..	7,006	3,571	10,637
37,567	12,487	25,080	5. Stationery, Forms and Tickets	30,812	15,570	46,382
55,790	18,515	37,275	6. Expenses on handling, collection and delivery of goods.			
..	..	..	(a) Loading and unloading charges	39,200	19,810	59,010
1,707	568	1,139	(b) Collection and delivery charges .. ..	..	..	..
42,953	14,278	28,675	7. Expenses at out-agencies	1,869	944	2,813
11,963	3,977	7,986	8. Payments to other Railways.—			
..	..	..	(a) Traffic expenses at joint stations	40,060	20,244	60,304
28,908	9,609	19,299	(b) Rent of stations jointly occupied	9,917	5,012	14,929
2,620	871	1,749	(c) Payment for running powers .. ..	..	..	..
			9. Conference hire and penalty charges on interchanged stock	44,074	22,273	66,347
			10. Compensation for goods, etc. lost or damaged ..	1,963	991	2,954
			Less—Sale proceeds of unclaimed and damaged goods.			
			11. Miscellaneous Expenses.—			
261	87	174	(a) Carringo of Revenue Stores.. ..	218	110	328
4,151	1,380	2,771	(b) Losses of Cash and Stores			
—25	—9	—16	(i) Departmental	—1,696	—857	—2,553
851	283	568	(ii) Of other departments while under transpor- tation .. ..	..	..	..
8,22,041	2,73,546	5,49,395	(c) Sundries	599	3,021	901
9,89,742	3,28,990	6,60,752	Total Operating Expenses ..	6,14,003	3,10,232	9,24,285
			Total Abstract E. ..	7,27,505	3,67,640	10,95,145

Value of stores returned to stock and credited during the year 1937-38 is Rs. 4,185/- (J. R. Rs. 2,780/- and J. H. R. Rs. 1,405/-).

Abstract C.

No. X.—Maintenance of Carriage and Wagon Stock.

Year ending 31st March 1937.

Year ending 31st March 1938.

Total.	Jodhpur Hydera- bad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
I.—GENERAL ADMINISTRATION.—						
1. Management and control.—						
(a) Salaries.—						
23,162	7,699	15,463	(i) Administrative and Executive Officers ..	14,635	7,385	22,020
33,962	12,051	26,011	(ii) Subordinate supervising staff ..	24,976	12,622	37,598
40,018	13,312	26,706	(iii) Office staff	27,855	14,070	41,925
971	323	648	(b) Travelling and other compensatory allowances.	639	323	962
4,257	1,415	2,842	(c) Contingent of Office expenses	2,883	1,457	4,340
1,07,400	35,700	71,700	Total General Administration ..	70,988	35,873	1,06,861
II.—ORDINARY REPAIRS AND MAINTENANCE.—						
1. Coaching vehicles.—						
21,164	7,035	14,129	(a) Running repairs	12,591	6,363	18,954
2,00,949	66,796	1,34,153	(b) Workshop repairs			
			(1) Passenger carriages (outturn from manu- facture suspense)	1,26,468	63,910	1,90,378
20,957	6,966	13,991	(2) Other coaching vehicle	19,061	9,633	28,694
3. Goods Vehicles.—						
27,065	8,996	18,069	(a) Running repairs	13,322	6,732	20,054
1,29,683	43,107	86,576	(b) Workshop repairs (outturn from manufacture suspense)	82,503	41,692	1,24,195
4. Equipment.—						
4,899	1,628	3,271	(a) Machinery and Tools	2,801	1,416	4,217
..	..	..	(b) Service Motor Cars and Trolleys .. ..	..	..	..
1,525	507	1,018	(c) Furniture and Sundries	643	325	968
4,971	1,652	3,319	5. New Minor Works	2,213	1,118	3,331
4,11,213	1,36,687	2,74,526	Total Ordinary Repairs and Maintenance ..	2,59,602	1,31,189	3,90,791
III.—OPERATING EXPENSES.—						
1. Inspection of running vehicles.—						
44,274	14,717	29,557	(a) Examiners, cleaners, oilers, etc.	27,466	13,850	41,316
9,272	3,082	6,190	(b) Oil, grease and other stores	5,670	2,866	8,536
2. Payments to other Railways.—						
Receipt charges Net—						
1,745	580	1,165	(a) Hire of vehicles loaned .. ..	..	..	..
3. Miscellaneous.—						
781	260	521	(a) Carriage of Revenue Stores	607	306	913
13,527	4,496	9,031	(b) Losses of Cash and Stores	—6,183	—3,124	—9,307
253	84	169	(c) Other Items	156	79	235
..	..	..	4. Rail Cars	—4	—3	—7
69,852	23,210	46,642	Total Operating Expenses ..	27,712	14,001	41,713
5,88,465	1,95,406	3,92,859	Total Abstract C. ..	3,58,302	1,81,086	5,39,388

Value of stores returned to stock and credited during the year 1937-38 is Rs. 2,250/- (J. R., Rs. 1,495/- and J. H. R., Rs. 755/-).

Abstract D.

No. X.—Maintenance and working of Ferry Steamers and Harbours—Nil.

Abstract E.

No. X.—Expenses of Traffic Department.

Year ending 31st March 1937.

Year ending 31st March 1938.

Total.	Jodhpur Hydera- bad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION.—			
			1. Management and control.—			
			(a) Salaries.—			
70,854	23,551	47,303	(i) Traffic Manager, Deputies and Assistants ..	47,825	24,168	71,993
63,056	21,159	42,497	(ii) Subordinate supervising staff	41,930	21,189	63,119
3,784	1,258	2,526	(iii) Office staff	3,959	2,001	5,960
2,039	678	1,361	(b) Travelling and other compensatory allowances ..	1,142	577	1,719
1,40,333	46,646	93,687	(c) Contingent office expenses. . . .	94,856	47,935	1,42,791
			Total General Administration ..			
			II.—ORDINARY REPAIRS AND MAINTENANCE.—			
			1. Equipment.—			
19,467	6,471	12,996	(a) Office and station furniture and appliances ..	13,993	7,071	21,064
6,789	2,257	4,532	(b) Farpaullins wagon covers, etc. ..	4,054	2,049	6,103
212	70	142	(c) Service motor cars (rail and road) and trollies ..	599	303	902
26,468	8,798	17,670	Total Ordinary Repairs and Maintenance ..	18,646	9,423	28,069
			III.—OPERATING EXPENSES			
			1. Salaries, Wages and Allowances.—			
21,814	7,251	14,563	(a) General operating staff (Inspectors, Canvassers, etc.)	13,183	6,662	19,845
3,53,632	1,17,547	2,36,035	(b) Station staff	2,49,037	1,25,850	3,74,887
69,472	23,092	46,380	(c) Train staff	49,116	24,821	73,937
30,450	10,121	20,329	(d) Mileage and overtime of train staff	20,914	10,569	31,483
19,392	6,446	12,946	(e) Travelling ticket examining staff	13,858	7,003	20,861
46,019	15,297	30,722	2. Fires, light and general stores for stations and sheds..	30,633	15,480	46,113
80,035	26,620	53,465	3. Lighting, water and general stores in trains ..	63,180	31,927	95,107
15,831	5,096	10,235	4. Clothing.. ..	7,066	3,571	10,637
37,567	12,487	25,080	5. Stationery, Forms and Tickets	30,812	15,570	46,382
55,790	18,545	37,245	6. Expenses on handling, collection and delivery of goods.			
..	..	..	(a) Loading and unloading charges	39,200	19,810	59,010
1,707	568	1,139	(b) Collection and delivery charges .. ..	..	..	..
42,953	14,278	28,675	7. Expenses at out-agencies	1,869	944	2,813
11,963	3,977	7,989	8. Payments to other Railways.—			
..	..	..	(a) Traffic expenses at joint stations	40,060	20,244	60,304
28,908	9,609	19,299	(b) Rent of stations jointly occupied	9,917	5,012	14,929
2,020	871	1,749	(c) Payment for running powers .. ..	..	..	..
			9. Conference hire and penalty charges on interchanged stock	44,074	22,273	66,347
			10. Compensation for goods, etc. lost or damaged ..	1,983	991	2,954
			Less—Sale proceeds of unclaimed and damaged goods.			
			11. Miscellaneous Expenses.—			
261	87	174	(a) Carriage of Revenue Stores	218	110	328
4,151	1,380	2,771	(b) Losses of Cash and Stores			
—25	—9	—16	(i) Departmental	—1,696	—857	—2,553
851	288	568	(ii) Of other departments while under transportation .. ..	..	..	..
8,22,941	2,73,546	5,49,395	(c) Sundries	599	382	901
9,89,742	3,28,090	6,60,752	Total Operating Expenses ..	6,14,003	3,10,232	9,24,235
			Total Abstract E. ..	7,27,505	3,67,640	10,95,145

Value of stores returned to stock and credited during the year 1937-38 is Rs. 4,185/- (J. R. Rs. 2,780/- and J. H. R. Rs. 1,405/-).

Abstract F.

No. X.—Expenses of General Department.

Year ending 31st March 1937.

Year ending 31st March 1938.

Total.	Jodhpur Hydera- bad Railway (British Section.)	Jodhpur Railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section.)	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I.—GENERAL ADMINISTRATION.—			
			1. London Boards.—			
..	..	..	(a) Board of Directors and Staff .. ..	..	..	..
..	..	..	(b) Auditors and Accounts .. ..	..	..	..
..	..	..	(c) Consulting Engineer's & Inspector's fees and allowances .. ..	..	..	..
..	..	..	(d) Office expenses and contingencies .. ..	..	..	..
..	..	..	2. Shares of Secretary of State's General charges .. ..	..	..	..
74,723	24,838	49,885	3. Charges in India for Government supervision, Control and Audit	26,696	13,490	40,186
			4. Leave allowances in England			
			6. Indian Management and Control.—			
			(a) Agent's Office.—			
			(i) Salaries of Administrative and Assistant Officers	22,388	11,313	33,701
32,334	10,748	21,586	(ii) Salaries of Office Establishment	21,432	10,830	32,262
33,176	11,028	22,148	(iii) Travelling and other compensatory allowances	436	220	656
682	227	455	(iv) Contingent office expenses	2,285	1,154	3,439
2,249	748	1,501	(b) Accounts and Audit Department.—			
46,890	15,599	31,310	(i) Salaries of Gazetted Officers	30,072	15,197	45,269
1,11,679	37,122	74,557	(ii) Salaries of Office establishment	78,465	39,651	1,18,116
15,732	5,229	10,503	(iii) Salaries of outdoor inspection and verification staff	10,990	5,558	16,543
6,800	2,260	4,540	(iv) Travelling and other compensatory allowances	4,257	2,167	6,454
8,267	2,748	5,519	(v) Contingent office expenses	3,765	1,903	5,668
11,636	3,863	7,768	(c) Stores Department.—			
12,176	4,047	8,129	(i) Salaries of Gazetted staff	7,849	3,966	11,815
32,824	10,911	21,913	(ii) Salaries of Subordinate Supervising staff	7,845	3,965	11,810
1,221	406	815	(iii) Salaries of Office establishment	22,885	11,313	33,698
3,107	1,033	2,074	(iv) Travelling and other compensatory allowances	799	404	1,203
11,538	3,835	7,703	(v) Contingent office expenses	2,717	1,388	4,135
15,365	5,107	10,258	(vi) Cost of out-door Menial Staff	7,289	3,684	10,973
12,960	4,308	8,652	(d) Cash and Pay Department	10,978	5,548	16,526
..	..	..	(e) Medical Department.—			
4,949	1,645	3,304	(i) Salaries of Medical and nursing staff	8,806	4,450	13,256
778	285	520	(ii) Salaries of office establishment .. ..	..	..	..
15,331	5,113	10,268	(iii) Travelling and other compensatory allowances	3,187	1,610	4,797
166	55	111	(iv) Contingent expenses	419	212	631
..	..	..	(v) (i) Contribution to Hospital and medicines.	6,817	3,445	10,262
..	..	..	(ii) Diet expenses	80	41	121
..	..	..	(f) Telegraph Department.—			
55,934	18,593	37,341	(i) Salaries of Superintendents and Assistants .. ..	..	..	..
1,984	659	1,325	(ii) Salaries of Signallers and subordinate executive staff	37,648	19,026	56,674
627	203	419	(iii) Travelling and other compensatory allowances	1,599	808	2,407
..	..	..	(iv) Contingent expenses	596	301	897
23,263	7,733	15,530	(g) Police.—			
3,549	1,180	2,369	(i) Contribution to Government for Crime and and Order Police .. ..	..	7,021	7,021
112	37	75	(ii) Watch and Ward Establishment	16,342	8,258	24,600
228	76	152	(iii) Contingent expenses	2,085	1,043	3,108
221	73	148	6. Miscellaneous Expenses.—			
5,40,560	1,79,692	3,60,878	(a) Carriage and Revenue Stores General Departments .. ..	..	..	..
			(b) Losses of Cash and Stores	—33	—16	—49
			(c) Sundries	255	129	384
			Total General Administration ..	3,38,489	1,78,074	5,16,563
			II. ORDINARY REPAIRS AND MAINTENANCE.—			
			1. Telegraph —			
1,07,087	36,683	70,404	(a) Government Telegraph Department for rent, maintenance, etc.	67,107	28,242	95,349
2,979	1,171	1,808	(b) Direct maintenance wages and stores	3,685	960	4,645
..	..	..	(c) New Minor Works .. ..	..	..	..
3,680	1,224	2,456	2. Equipment.—			
..	..	..	(a) Furniture and office appliances	1,242	627	1,869
1,13,746	39,078	74,668	(b) Service motor cars .. ..	..	..	..
6,54,306	2,18,760	4,35,546	Total Ordinary Repairs and Maintenance ..	72,034	29,829	1,01,863
			Total Abstract F. ..	4,10,523	2,07,903	6,18,426

Value of stores returned to stock and credited during the year 1937-38 is Rs. 895/- (J. R. Rs. 595/- and J. H. R. Rs. 300/-).

Abstract G.

No. X.—Miscellaneous expenses.

Year ending 31st March 1937.

Year ending 31st March 1938.

Total.	Jodhpur Hydera- bad Railway (British Section).	Jodhpur railway.	Particulars.	Jodhpur Railway.	Jodhpur Hydera- bad Railway (British Section).	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
			I. GENERAL ADMINISTRATION —			
			1. Law charges. —			
1,803	590	1,201	(a) Salaries of Railway Legal staff and fees to counsel.	850	430	1,280
—121	—40	—81	(b) Costs and other legal expenses	70	35	105
..	..	..	(c) Less costs recovered	—33	—16	—49
..	..	..	2. Rents of buildings and lands —	..	..	..
..	..	..	(a) For residential purposes .. ..	..	..	..
..	..	..	(b) Other .. ..	..	..	..
..	..	..	(c) Interest on capital cost of buildings jointly used ..	..	..	..
..	..	..	(d) Interest on capital cost of Electric fittings in Bungalows and buildings .. ..	..	..	..
5,958	1,091	3,997	3. Rates and taxes. —	3,986	2,014	6,000
1,58,696	52,760	1,05,946	4. Contributions to Provident institution —			
..	..	..	(a) Bonus	1,07,405	51,277	1,61,682
55,938	18,594	37,344	5. Gratuities —			
1,520	508	1,021	(a) For good, efficient and faithful services ..	61,473	31,065	92,538
..	..	..	(b) Other gratuities	1,466	710	2,206
2,000	665	1,335	6. Compensation (other than those included in E. III-10).	..	..	..
2,616	880	1,766	7. Educational grants —			
297	99	198	(a) Net cost of Railway Schools	1,329	671	2,000
..	..	..	(b) Grants-in aid to other schools	1,773	893	2,669
..	..	..	(c) Fees for training of Officers	562	284	846
17,416	5,789	11,627	8. Health and Welfare services. —			
1,025	341	684	(a) Sanitation, conveyance, and lighting in Railway colonies and residential areas	12,420	6,281	18,710
2,655	882	1,773	(b) Grants-in aid for religious purposes .. ..	..	..	..
..	..	..	(c) Grant-in aid recreation	614	310	924
..	..	..	(d) Miscellaneous	173	88	261
..	..	..	9. Publicity expenses —			
..	..	..	(a) Advertising (all Departments)	1,140	728	2,168
..	..	..	(b) Other expenses	1,348	682	2,030
..	..	..	10. Fire protection of Railway property	243	123	366
2,401	768	1,633	11. Expenses in connection with the Indian Railway Conference Association. —	1,511	763	2,274
3,760	1,230	2,530	12. Miscellaneous contributions and grants. —			
..	..	..	(a) Contribution to Railway Staff Benefit Fund ..	2,126	1,074	3,200
..	..	..	(b) (i) Prizes for station gardens .. ..	..	..	..
..	..	..	(ii) Contribution to Chamber of Commerce ..	144	72	216
..	..	..	13. Passage Money —	6,199	3,132	9,331
..	..	..	14. Loss or gain caused by the Provident Fund Deposit in Sinking. —	—1,315	—679	—2,021
..	..	..	15. Unpaid wages —	—2,463	—1,245	—3,708
2,52,285	83,860	1,68,425	TOTAL GENERAL ADMINISTRATION.	2,01,400	1,01,725	3,03,025
			III. OPERATION EXPENSES. —			
47,765	15,877	31,888	1. Indian charges on stores excluding fuel. —			
10,905	3,625	7,281	(a) Freight from port or source of supply ..	27,712	14,020	41,762
..	..	..	(b) Insurance, Port, landing, yard and other charges.	1,489	2,750	8,192
1,520	670	1,260	2. Catering Department —	5441		
272	90	182	(a) Salaries and wages of catering staff	1,275	680	1,955
..	..	..	(b) Provisions and stores	101	61	152
..	..	..	(c) Wines, etc. .. ..	..	..	..
..	..	..	(d) Miscellaneous charges	30	15	45
1,847	611	1,236	3. Miscellaneous expenses. —			
..	..	..	(a) Loss on light and base coins and spurious notes ..	—937	—365	—1,302
..	..	..	(b) Losses of cash earnings in transit .. ..	..	..	..
..	..	..	(c) Interest on capital cost of: —			
1,12,125	1,12,125	..	(i) Locomotive Engines .. ..	..	1,13,499	1,13,499
1,58,884	1,58,884	..	(ii) Vehicles .. ..	..	1,65,044	1,65,044
20,075	20,075	..	(iii) Machinery .. ..	..	21,015	21,045
20,095	20,216	1,739	(iv) Home line buildings jointly used	2,034	30,668	32,702
11,918	11,918	..	(v) Jodhpur Railway Stores .. ..	..	11,686	11,686
310	103	207	(c) Bank Commission	74	37	111
..	..	..	(f) Loss by Exchange .. ..	..	..	..
1,016	647	1,298	(g) Miscellaneous	1,051	531	1,582
3,98,959	3,53,853	15,106	Total Operating Expenses.	36,812	3,59,661	3,96,473
6,51,213	4,37,713	2,13,520	Total Abstract G.	2,38,112	4,61,386	6,99,498

Value of stores returned to stock and credited during the year 1937-38 is Rs. 38/— (I. R. Rs. 25/— and J. II. R. Rs. 13/—).

JODHPUR RAILWAY—(Whole system.)

ABSTRACT I.

No. XI.—Coaching Earnings.

Year ending 31st March 1937.

Year ending 31st March 1938.

Previous year.	* Traffic mileage fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
	1. Passengers—					
40,32,897	(a) Full fares	53,939	1,64,817	1,61,889	37,82,869	41,63,514
	(b) Reduced fares—					
1,19,512	(i) Return tickets at reduced fares. Week end and holidays excursion tickets.	5,421	27,619	16,067	1,03,439	1,52,576
1,635	(ii) Season and Zone tickets .. .. .	..	..	..	2,494	2,494
28,232	(iii) Other description of concession tickets	3,605	1,915	646	14,576	20,742
6,660	(c) Military passengers	494	3,087	328	3,502	7,411
	Total	63,459	1,97,468	1,78,930	39,06,880	43,46,737
41,94,986	Previous year	56,261	1,90,230	1,69,408	37,79,087	..
60,402	2. Special trains and reserved carriages .. .. .	..	..	..	..	53,243
62,651	3. Passenger's luggage .. .. .	..	..	..	..	62,628
3,28,622	4. Parcels traffic—					
264	(a) Public Parcels .. .. .	..	..	..	..	3,46,414
	(b) Service Parcels .. .. .	..	..	..	..	224
18,513	5. Other Coaching Traffic—					
10,335	(a) Rail and Road Motor Vehicles and Carriages .. .. .	..	..	..	..	23,899
	(b) Sundry .. .. .	..	..	..	..	17,833
Nil.	6. Transport of Post Office Mails—					
44,143	(a) Special Postal Trains .. .. .	..	..	..	..	Nil.
2,992	(b) Hire and Haulage of postal vans and compartments	..	..	..	..	43,384
	(c) Post Office bags and parcels by weight .. .. .	..	..	..	..	2,405
5,805	7. Miscellaneous—Coaching Receipts—					
13,751	(a) Penalties levied for irregular travelling .. .. .	..	..	..	..	6,611
	(b) Sundry .. .. .	..	..	..	..	16,398
47,42,464	Total					49,19,776

* Traffic Mileage fares during the year 1937—38 were as under—

FIRST CLASS.	Pies per Mile.
From 1 to 300 miles	24
301 miles and over to be added to the charge of 300 miles	18
SECOND CLASS.	
From 1 to 300 miles	12
301 miles and over to be added to the charge for 300 miles	9
INTERMEDIATE CLASS—(Mail).	
From 1 to 50 miles	6
INTERMEDIATE CLASS—(Ordinary).	
From 1 to 300 miles	5
301 miles and over to be added to the charge for 300 miles	4
THIRD CLASS (Mail)*	
From 1 to 300 miles	4
301 miles and over to be added to the charge for 300 miles	3
THIRD CLASS—(Ordinary).	
From 1 to 50 miles	4
51 miles to 100 miles to be added to the charge for 50 miles	3½
151 miles to 300 miles to be added to the charge for 150 miles	3½
301 miles and over to be added to the charge for 300 miles	2½

* The basis of 3rd class by mail fares for distances up to 50 miles on Marwar Junction—Hyderabad (Sind) section to Jodhpur Railway as under—

From 1 to 50 miles 5 pies per mile.

An enhanced mileage of 50% of the actual mileage is levied on the following branches of this Railway.—

(1) Mirpur Khas—Khadro Railway. (2) Pipar—Bilara Branch and (3) Makrana—Parbatar Branch.

JODHPUR RAILWAY.—(*Jodhpur Section.*)

ABSTRACT I.

No. XI.—*Coaching Earnings.—(Contd.)*

Year ending 31st March 1937.

Year ending 31st March 1938.

Previous year.	* Traffic Mileage fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
	1. Passengers:—					
25,54,620	(a) Full fares	44,400	1,22,585	66,073	21,26,171	26,59,222
	(b) Reduced fares:—					
18,599	(i) Return tickets at reduced fares, week-end and holidays excursion tickets	2,603	7,025	381	26,201	36,213
793	(ii) Season and Zone tickets .. .. .	..	..	..	859	859
17,808	(iii) Other description of concession tickets	2,640	1,398	549	12,533	17,120
4,831	(c) Military passengers	321	2,078	243	2,720	5,362
	Total	49,964	1,33,086	67,249	21,68,487	27,18,786
25,96,711	Previous year	12,534	1,20,561	63,006	23,61,310	.
59,866	2. Special trains and reserved carriages .. .. .	..	..	..	..	51,933
44,181	3. Passenger's luggage .. .. .	..	..	..	..	44,333
	4. Parcels traffic:—					
2,21,013	(a) Public Parcels .. .. .	..	..	..	..	2,34,124
230	(b) Service Parcels .. .. .	..	..	..	..	193
	5. Other Coaching Traffic:—					
14,475	(a) Rail and Road Motor Vehicles and Carriages .. .. .	..	..	..	..	19,539
9,515	(b) Sundry .. .. .	..	..	..	..	16,383
	6. Transport of Post Office Mails. —					
Nil.	(a) Special Postal Trains .. .. .	..	..	..	..	Nil.
32,415	(b) Hire and Haulage of postal vans and compartments .. .. .	..	..	..	..	31,658
1,100	(c) Post office bags and parcels by weight .. .. .	..	..	..	..	717
	7. Miscellaneous Coaching Receipts —					
3,212	(a) Penalties levied for irregular travelling .. .. .	..	..	..	..	3,701
9,619	(b) Sundry .. .. .	..	..	..	..	11,452
29,92,609					Total	31,32,819

* For fares—see remarks given in Abstract I for whole system.

JODHPUR—HYDERABAD RAILWAY.—(*British Section*).

ABSTRACT I.

No. XI.—*Coaching Earnings.*—(*Continued*)

Year ending 31st March 1937.

Year ending 31st March 1938.

Previous year.	* Traffic mileage fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
	1. Passengers.—					
13,70,415	(a) Full fares	9,436	41,636	91,264	12,51,310	13,93,646
	(b) Reduced fares.—					
91,755	(i) Return tickets at reduced fares, Week-end and holidays excursion tickets	2,772	19,905	15,053	69,564	1,07,294
871	(ii) Season and Zone tickets ..	..	..	..	1,635	1,635
10,206	(iii) Other description of concession tickets	965	517	91	2,080	3,656
1,826	(c) Military passengers	173	1,009	85	779	2,046
	Total ..	13,346	63,067	1,06,496	13,25,368	15,08,277
14,75,073	Previous years	13,151	59,109	1,01,343	13,01,470	..
536	2. Special trains and reserved carriages .. .. .	..	..	..	..	1,310
17,402	3. Passenger's luggage .. .. .	..	..	..	..	17,609
	4. Parcels traffic.—					
1,03,779	(a) Public Parcels .. .. .	..	..	..	..	1,08,737
34	(b) Service Parcels .. .. .	..	..	..	..	31
	5. Other Coaching Traffic.—					
4,041	(a) Rail and Road Motor Vehicles and Carriages ..	..	..	..	..	4,314
705	(b) Sundry .. .. .	..	..	..	..	1,310
	6. Transport of Post Office Mails.—					
Nil.	(a) Special Postal Trains .. .. .	..	..	..	..	Nil.
11,725	(b) Hire and Haulage of postal vans and compartments ..	..	..	..	..	11,726
1,156	(c) Post Office bags and parcels by weight ..	..	..	..	..	1,056
	7. Miscellaneous Coaching Receipts.—					
2,273	(a) Penalties levied for irregular travelling ..	..	..	..	..	2,677
3,911	(b) Sundry .. .. .	..	..	..	..	4,624
16,20,635	Total ..					16,61,671

* For Fares see remarks given in Abstract I for the whole system.

JODHPUR RAILWAY.—(*Mirpurkhas Khadro Section*).

ABSTRACT I.

No XI.—Coaching Earnings.—(concluded.)

Year ending 31st March 1937.

Year ending 31st March 1938.

Previous year.	* Traffic mileage fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
Amount.	Particulars.	Amount.	Amount	Amount.	Amount.	Amount.
Rs.		Rs	Rs.	Rs.	Rs.	Rs.
1,13,862	1. Passengers,— (a) Full fares.. .. .	103	596	4,552	1,05,385	1,10,636
9,158	(b) Reduced fares.— (i) Return tickets at reduced fares, Week-end and holidays excursion tickets..	46	719	630	7,674	9,069
21	(ii) Season and Zone tickets .. ..	..	..	..	..	..
158	(iii) Other description of concession tickets.	.	..	3	—37	—34
3	(c) Military passengers .. ..	..	..	..	3	3
	Total	149	1,315	5,185	1,13,025	1,19,674
1,23,202	Previous year	275	1,560	5,050	1,16,308	..
Nil.	2. Special trains and reserved carriages .. ..	..	..	..	..	Nil.
767	3. Passenger's luggage .. ..	..	..	..	..	686
	4. Parcels traffic —					
3,830	(a) Public Parcels .. ..	..	..	..	..	3,553
Nil.	(b) Service Parcels .. ..	..	..	..	..	Nil.
	5. Other Coaching Traffic —					
37	(a) Rail and Road Motor Vehicles and Carriages ..	..	..	..	..	46
115	(b) Sundry .. ..	..	..	..	..	140
	6. Transport of Post Office Mails.—					
Nil.	(a) Special postal Trains .. ..	..	..	..	..	Nil.
Nil.	(b) Hire and Haulage of postal vans and compartments	..	..	..	..	Nil.
727	(c) Post Office bags and parcels by weight .. ..	..	..	..	..	632
	7. Miscellaneous Coaching Receipts.—					
320	(a) Penalties levied for irregular travelling .. ..	..	..	..	..	233
222	(b) Sundry .. ..	..	..	..	..	322
1,29,220	Total					1,25,236

* For fares see remarks given in Abstract I for the whole system.

ABSTRACT II.

No. XI.—Goods Earnings.

Year ending 31st March 1937.

Year ending 31st March 1938.

Total.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Particulars.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Total.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
				1. Fuel.—				
				(a) Coal and Coke.—				
59,603	49,014	9,389	1,201	(1) For the Public	63,044	11,268	784	75,096
11,521	11,521	..	..	(2) For Foreign Railways and Home line construction	8,996	..	..	8,996
1,03,949	72,125	31,543	281	(b) Oil Fuel	85,385	36,967	442	1,22,794
27,983	13,253	12,109	2,621	(c) Firewood and other Fuel ..	14,190	14,621	3,710	32,521
2,03,056	1,45,913	53,040	4,103	Total ..	1,71,615	62,856	4,936	2,39,407
64,16,941	44,05,327	19,33,093	78,521	2. General Merchandise	44,99,834	20,78,907	87,559	66,66,330
10,518	7,040	3,478	..	3. Military Traffic	5,581	2,602	..	8,183
11,053	10,043	940	70	4. Live Stock	22,059	625	8	22,692
				5. Railway Materials (Other than Coal and Coke).—				
19,180	14,474	4,706	..	(a) For Foreign Railways	7,022	625	..	7,647
86,428	52,002	33,883	543	(b) For Home line construction ..	51,443	20,925	53	72,421
				6. Service, Maintenance, Materials and Stores.—				
				(a) Coal and Coke				
1,56,914	1,41,489	15,425	..	(i) For Locomotive Department ..	1,49,257	17,861	..	1,67,118
..	..	..	..	(ii) For other Departments .. ..	..	..	..	..
..	..	..	..	(b) Oil Fuel .. ..	..	..	..	..
75,534	52,234	22,459	841	(c) General Stores and Materials ..	52,071	17,642	907	70,620
69,79,624	48,28,522	20,67,024	84,078	Total ..	49,58,882	22,02,643	93,493	72,54,418
				7. Miscellaneous Goods Earnings.—				
1,638	663	937	38	(a) Demurrage	1,763	235	107	2,105
21,006	10,134	10,149	1,023	(b) Wharfage and Storage	15,874	11,227	1,208	28,309
..	..	..	..	(c) Sundries .. ..	..	..	..	..
22,944	10,797	11,086	1,061	Total ..	17,637	11,462	1,315	30,414
70,02,568	48,39,319	20,78,110	85,139	Total ..	49,76,519	22,13,505	94,808	72,84,832

No. XI.—ABSTRACT II.—(Concluded).

Statement showing earnings from Goods Traffic for the year ending 31st March 1938.

Name of Commodities.	Jodhpur Railway.	Jodhpur- Hyderabad Railway.	Mirpurkhas Khadro Railway.	Total for the system excluding refund and remission.
<i>Fuel—</i>	ks.	Rs.	Rs.	Rs.
Coal and Coke and Patent fuel—				
For the Public	63,014	11,268	784	75,096
For Foreign Railways and Home line construction	8,996	..	..	8,996
Total	72,010	11,268	784	84,092
<i>Oil Fuel</i>	85,385	36,967	442	1,22,794
<i>Firewood and Other fuel</i>	14,190	14,621	3,710	32,521
<i>Heavy Merchandise—</i>				
Rice in the husk	684	3,107	192	3,983
Rice not in the husk	85,201	1,03,834	7,526	1,96,561
Gram and Pulses	3,83,605	64,178	295	4,52,078
Wheat	1,57,428	3,45,546	34,164	5,37,138
Jawar and Bajra	1,65,084	13,413	687	1,79,184
Other Grains	1,64,731	29,384	261	1,94,366
Marble and stone	3,66,721	13,864	241	3,80,826
Salt	2,53,148	12,091	386	2,65,625
Sugar, refined and unrefined	2,22,526	76,203	4,049	3,02,778
Wood unwrought	21,344	10,472	497	32,313
Metallic Ores .. ..	..	2	..	2
Oil Seeds	5,03,352	2,05,481	5,787	7,14,620
Cotton Raw Pressed	2,39,959	2,59,225	5,778	5,04,962
Petrol (in bulk)	1,22,031	58,636	..	1,80,667
Kerosene Oil (in bulk)	20,840	8,439	..	29,279
Molasses (in bulk) .. ..	..	..	..	..
Total Heavy Merchandise	27,06,654	12,07,575	59,853	39,74,382
<i>Light Merchandise—</i>				
Cotton Raw Unpressed	4,692	1,83,005	1,029	1,88,726
Cotton Manufactured	1,37,023	52,165	1,331	1,90,519
Fooder	83,216	5,086	318	88,620
Fruits and vegetables fresh	50,130	19,627	502	70,259
Gur, Jagree Mo'asses, etc. (not in bulk)	1,75,211	7,069	696	1,82,976
Jute Raw	184	13	..	197
Iron and Steel wrought	1,46,331	70,241	1,474	2,18,046
Kerosene Oil (in tins)	1,17,285	52,498	923	1,70,706
Petrol (in tins)	26,769	15,203	31	42,003
Tobacco	54,692	20,724	271	75,687
Provisions	1,55,797	72,811	2,595	2,31,203
Manures (All kind)	230	19	34	283
Total Light Merchandise	9,51,560	4,98,466	9,204	14,59,230
<i>Other commodities</i>	8,41,620	3,72,566	18,532	12,32,718
Total General Merchandise	44,99,834	20,78,907	87,589	66,66,330
<i>Military traffic</i>	5,581	2,602	..	8,183
<i>Live Stock</i>	22,059	625	8	22,692
<i>Railway Materials</i>	59,465	21,550	53	80,068
<i>Materials and Stores on Revenue Account —</i>				
Fuel	1,49,257	17,861	..	1,67,118
General stores and materials	52,071	17,642	907	70,620
Total	2,01,328	35,503	907	2,37,738
Total all commodities	49,54,882	22,02,043	93,493	72,54,418

ABSTRACT II.

No. XI.—Goods Earnings.

Year ending 31st March 1937.

Year ending 31st March 1938.

Total.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Particulars.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Total.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
				1. Fuel.—				
				(a) Coal and Coke.—				
59,603	49,014	9,388	1,201	(1) For the Public	63,011	11,268	781	75,096
11,521	11,521	..	..	(2) For Foreign Railways and Home line construction	8,996	..	..	8,996
1,03,949	72,125	31,543	281	(b) Oil Fuel	85,385	36,967	442	1,22,794
27,983	13,253	12,109	2,621	(c) Firewood and other Fuel ..	14,190	14,621	3,710	32,521
2,03,056	1,45,913	53,040	4,103	Total ..	1,71,615	62,856	4,936	2,39,407
64,16,941	44,05,327	19,33,093	78,521	2. General Merchandise	41,99,831	20,78,607	67,589	60,66,820
10,515	7,040	3,478	..	3. Military Traffic	5,581	2,602	..	8,183
11,053	10,043	940	70	4. Live Stock	22,059	625	8	22,692
				5. Railway Materials (Other than Coal and Coke).—				
19,180	14,474	4,706	..	(a) For Foreign Railways	7,022	625	..	7,617
80,428	52,002	33,883	543	(b) For Home line construction ..	51,443	20,925	53	72,421
				6. Service, Maintenance, Materials and Stores.—				
1,56,914	1,41,489	15,425	..	(a) Coal and Coke	1,49,257	17,861	..	1,67,118
..	..	..	..	(i) For Locomotive Department ..	..	..	..	..
..	..	..	..	(ii) For other Departments .. ..	..	..	..	..
75,534	52,234	22,459	841	(b) Oil Fuel .. ..	..	..	..	..
				(c) General Stores and Materials ..	52,071	17,642	907	70,620
69,79,624	46,28,522	20,67,024	84,078	Total ..	49,58,882	22,02,843	93,493	72,54,418
				7. Miscellaneous Goods Earnings.—				
1,638	663	937	38	(a) Demurrage	1,763	255	107	2,105
21,206	10,134	10,149	1,023	(b) Wharfage and Storage	15,874	11,227	1,208	28,309
..	..	..	..	(c) Sundries .. ..	..	..	..	..
22,944	10,797	11,080	1,061	Total ..	17,637	11,462	1,315	30,414
70,02,568	48,39,319	20,78,110	85,139	Total ..	49,76,519	22,13,505	94,808	72,84,832

No. XI.—ABSTRACT II.—(Concluded).

Statement showing earnings from Goods Traffic for the year ending 31st March 1938.

Name of Commodities.	Jodhpur Railway.	Jodhpur- Hyderabad Railway.	Mirpurkhas Khadro Railway.	Total for the system excluding refund and remission.
<i>Fuel—</i>	Rs.	Rs.	Rs.	Rs.
Coal and Coke and Patent fuel—				
For the Public	63,044	11,268	784	75,096
For Foreign Railways and Home line construction	8,996	..	..	8,996
Total	72,040	11,268	784	84,092
<i>Oil Fuel</i>	85,385	36,967	442	1,22,794
<i>Firewood and Other fuel</i>	14,190	14,621	3,710	32,521
<i>Heavy Merchandise—</i>				
Rice in the husk	684	3,167	192	3,983
Rice not in the husk	85,201	1,03,834	7,526	1,96,561
Gram and Pulses	3,83,605	64,178	295	4,52,078
Wheat	1,57,428	3,45,546	34,164	5,37,138
Jawar and Bajra	1,65,084	13,413	687	1,79,184
Other Grains	1,64,731	29,384	251	1,94,366
Marble and stone	3,66,721	13,864	211	3,80,826
Salt	2,63,148	12,091	386	2,65,625
Sugar, refined and unrefined	2,22,526	76,203	4,049	3,02,778
Wood unwrought	21,344	10,472	497	32,313
Metallic Ores .. .. .	..	2	..	2
Oil Seeds	5,03,352	2,05,481	5,787	7,14,620
Cotton Raw Pressed	2,39,959	2,59,225	5,778	5,04,962
Petrol (in bulk)	1,22,031	58,636	..	1,80,667
Kerosene Oil (in bulk)	20,840	8,489	..	29,329
Molasses (in bulk) .. .. .	..	..	..	..
Total Heavy Merchandise	27,06,654	12,07,875	59,853	39,74,382
<i>Light Merchandise—</i>				
Cotton Raw Unpressed	4,692	1,83,005	1,029	1,88,726
Cotton Manufactured	1,37,023	52,165	1,331	1,90,519
Fooder	83,216	5,086	318	88,620
Fruits and vegetables fresh	50,130	19,627	502	70,259
Gur, Jagree Mo'asses, etc. (not in bulk)	1,75,211	7,069	696	1,82,976
Jute Raw	184	13	..	197
Iron and Steel wrought	1,46,331	70,241	1,474	2,18,046
Kerosene Oil (in tins)	1,17,285	52,498	923	1,70,706
Petrol (in tins)	26,769	15,208	31	42,008
Tobacco	54,692	20,724	271	75,687
Provisions	1,55,797	72,811	2,595	2,31,203
Manures (All kind)	230	19	34	283
Total Light Merchandise	9,51,560	4,98,466	9,291	14,59,317
<i>Other commodities</i>	8,41,620	3,72,566	18,532	12,32,718
Total General Merchandise	44,99,834	20,78,907	87,549	66,66,330
<i>Military traffic</i>	5,581	2,602	..	8,183
<i>Live Stock</i>	22,059	625	8	22,692
<i>Railway Materials</i>	58,465	21,550	53	80,068
<i>Materials and Stores on Revenue Account —</i>				
Fuel	1,49,257	17,861	..	1,67,118
General stores and materials	52,071	17,642	907	70,620
Total	2,01,328	35,503	907	2,37,738
Total all commodities	49,58,822	22,02,043	93,453	72,54,318

ABSTRACT III.

No. XI.—Miscellaneous Earnings.

Year ending 31st March 1937.

Year ending 31st March 1938.

Total.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Particulars.	J. Ry.	J. H. Ry.	M. K. B. Ry.	Total.
Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
16,432	13,012	2,326	594	1. Electric Telegraph Earnings ..	15,303	2,780	597	18,685
				2. Rents and Tolls:—				
24,371	19,713	4,658	..	(a) Residential buildings ..	12,651	3,968	..	16,632
900	676	224	..	(b) Other buildings and rooms ..	666	156	..	822
5,711	3,695	1,699	317	(c) Land	4,048	3,236	607	8,791
..	..	..	..	(d) Tolls on bridges .. ..	..	..	..	..
30,982	21,034	6,581	317	Total Rents ..	18,274	7,300	607	26,215
..	..	..	..	3. Receipts from Catering Department:—	..	..	..	..
..	..	..	..	(a) Meals and refreshment in rooms and Cars ..	..	..	..	..
..	..	..	..	(b) Sales of Stores and Wines ..	..	..	..	..
..	..	..	..	(c) Sundry receipts .. ..	..	..	..	..
..	..	..	..	Total receipts Catering Department ..	..	..	..	..
24,156	16,034	8,122	..	4. Overhead charges and profits recovered on sales of Stores and work done in workshops	17,001	8,650	..	25,651
1,013	1,290	623	..	5. Unclaimed and unpaid wages and salaries.	..	..	..	..
				6. Sundry receipts:—				
344	230	114	..	(a) Advertisement fee	561	307	..	871
..	..	..	..	(b) Fees on shares transfer, etc. ..	..	..	..	..
103	74	29	..	(c) Excess in cash	—348	13	..	—335
46,246	25,360	20,331	555	(d) Other unclassified receipts ..	22,968	10,345	310	42,623
11,918	11,918	..	..	(e) Interest on capital cost of J. Ry. Stores	12,059	..	..	12,059
20,075	20,075	..	..	(f) Interest on capital cost of J. Ry. Machinery	21,015	..	..	21,015
..	..	..	..	(g) Interest on capital cost of electric light plant jointly used ..	..	..	..	..
1,12,125	1,12,125	..	..	(h) Interest on capital cost of Locomotives	1,13,490	..	..	1,13,490
1,58,884	1,58,884	..	..	(i) Interest on capital cost of Vehicles.	1,65,011	..	..	1,65,011
30,955	29,216	1,739	..	(j) Interest on capital cost of buildings.	30,668	2,034	..	32,702
1,326	754	549	23	(k) Sale proceeds of unclaimed goods.	1,298	923	9	2,230
3,81,976	3,58,636	22,762	578	Total Sundry Receipts ..	3,66,797	22,622	319	3,89,738
—13,152	..	—13,152	..	7. Credits on account of released materials from replacement and renewals ..	..	..	..	..
4,42,307	4,13,056	27,762	1,489	Total miscellaneous earnings ..	4,17,381	41,312	1,523	4,60,219

JODHPUR RAILWAY.

No. XII.—Statement of Outstanding Earnings for the year ending 31st March 1938.

				OUTSTANDING ON		
				Last day of year.	Date of preparation of this statement.	Reason for out-standing.
Due From construction accounts				Rs.	Rs.	
				
" " Government	{	Postal Department	..	..	..
		Civil " ..	..	..	..
		Military " ..	..	416	..	
		Telegraph " ..	..	172	..	
" " Public Companies and Traders		..	..	1,162	1,162	Payment awaited
" " Other Railways		..	..	..	..
" " Traffic Department		..	..	1,95,539	14,612	
" On account of Carriage of Revenue Stores—						
" From Engineering Department		..	..	5,168	2,050	} acceptance awaited.
" " Locomotive		" ..	..	295	295	
" " Carriage and Wagons		..	..	
" " Traffic		" ..	..	2,768	2,404	
" " Stores		" ..	..	52	52	
" " Medical		..	..	..	..
" " Sundries		..	..	..	..
Total ..				2,05,572	20,575	

No. XIII. Statement of Surplus Profits for the year ending 31st March 1938.

—Nil—

JODHPUR-HYDERABAD RAILWAY.—(British Section).

No. XIV.

Net Revenue Account for the year ending 31st March 1938.

Dr.		Cr	
To Interest on Capital Outlay ..	Rs. 4,93,009	By Net Earnings of the year as per Form No. VIII ..	Rs. 16,60,659
Balance, being surplus profits ..	11,67,650	„ Balance, being net —	..
Total ..	16,60,659	Total ..	16,60,659

Memo showing how the above interest has been arrived at:—

Interest to-date as per Appendix "A" of the Finance Accounts for the year 1937-38	92,44,525
Deduct:—Interest to end of 31st March, 1937 as per Statement No. XVI of the previous year's account	87,51,516
Interest for the year ending 31st March 1938	4,93,009

JODHPUR-HYDERABAD RAILWAY.—(*British Section.*)*XV—Account of Total Net Receipt.*

<i>Dr.</i>			<i>Cr.</i>
To Net earnings to end of previous year	Rs. 2,66,86,323	By amount outstanding at debit of Traffic Account	Rs. 3,63,580
To Net earnings for current year.	16,60,659	By Amount outstanding at debit of Revenue Suspense .. .. .	..
To amount of Demands payable at end of year	95,089	By Amount of Net receipts	2,20,78,491
To Foreign Railways .. .. .	..	
Total ..	2,24,42,071	Total ..	2,24,42,071

No. XVI.—Interest Account.

<i>Dr.</i>			<i>Cr.</i>
To Amount of Net Receipts from Account No. XV	Rs. 2,20,78,491	By Interest to end of previous year	Rs. 87,51,516
To Balance excess of interest on Capital on net receipts .. .. .	..	By Interest during current year	4,93,009
		By Balance of net Receipts in excess of Interest of Capital Account	1,28,33,966
Total ..	2,20,78,491	Total ..	2,20,78,491

No. XVII.—Revenue Balance Sheet

<i>Dr.</i>			<i>Cr.</i>
To Demands payable	Rs. 95,089	By Traffic Account	Rs. 3,63,580
„ Deposits .. .. .	..	„ Deposits Private Companies .. .. .	..
„ „ unpaid wages .. .. .	..	„ Miscellaneous Advances .. .. .	..
„ „ Fines .. .. .	..	„ Cash .. .. .	..
„ Foreign Railways .. .. .	..	„ Surplus Profits Paid to Company .. .. .	..
„ Net Revenue Account	2,23,46,982	„ Government	2,20,78,491
Total ..	2,24,42,071	Total ..	2,24,42,071

No. XVIII.—Abstract of Returned Stores.—Nil.

JODHPUR RAILWAY.

(Metre Gauge System).

Certified that the foregoing Accounts of the Jodhpur Railway, Jodhpur Hyderabad Railway (British Section) and Sind Light Railway, for the year ending 31st March 1938, are correct and have been prepared strictly in accordance with the orders in force.

G. H. A. WOOD,
A U D I T O R ,
Jodhpur Railway.

J. W. GORDON,
M A N A G E R ,
Jodhpur Railway.

Jodhpur, dated the 17th June, 1938

Certificate respecting the Permanent Way, etc.

I hereby certify that the whole of the Permanent way, Stations, Buildings, Telegraphs etc, have, during the past year, been maintained in good working condition and repair.

J. W. GORDON,
M A N A G E R ,
Jodhpur Railway.

E. E. V. TEMPERLEY,
C H I E F E N G I N E E R ,
Jodhpur Railway.

Jodhpur, dated the 6th April, 1938.

Certificate respecting the Rolling stock.

I hereby certify that the whole of the plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past year, been maintained in good working order and repair.

J. W. GORDON,
M A N A G E R .
Jodhpur Railway.

F. H. L. STRANGE.
Loco. & Carriage Superintendent,
Jodhpur Railway.

Jodhpur, dated the 6th April, 1938.

I hereby certify that the permanent way, structures at stations, signalling and interlocking, level crossings, sub-ways, bridges, engines, rolling stock, machinery and plant have been, during the year ending 31st March 1938, maintained by the Railway in good working order and repair for the public carriage of passengers.

L A H O R E ,
E. B. N. TAYLOR,
Senior Government Inspector of Railways.

dated the 11th April, 1938

Circle No. 4.

Jodhpur Railway

ANNUAL REPORT

1937-38.

SECTION III.

ANALYSIS OF WORKING

(Statistical Statements).

• • • •

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SECTION III

ANALYSIS OF WORKING.

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No. 1.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1938.—LOCOMOTIVES—Metre Gauge.

NUMBER AND DESCRIPTION OF LOCOMOTIVES IN SERVICEABLE ORDER AT THE END OF THE YEAR (vide COLUMN 24.)						NUMBER OF AUTHORISED AND SERVICEABLE LOCOMOTIVES AT THE END OF THE PREVIOUS YEAR.						CHANGES IN THE SANCTIONED AUTHORISED LOCOMOTIVES DURING THE YEAR.						CHANGES IN SERVICEABLE LOCOMOTIVES DURING THE YEAR.									
Tender.	Tank.	Total.	Class.	Tractive efforts in lbs. of each locomotive.	Gross weight of engine and tender in working order of each locomotive.	7	8	9	10	11	12	13	14	15	16	17	18	19	Authorised list.			Replaced list.			24	25	26
						Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=Columns 7-8-9+10).	Additions to authorised stock sanctioned by Railway Board.	Reductions in authorised stock sanctioned by Railway Board.	Authorised stock at the end of the year (=Columns 7+12-13).	Authorised new stock not constructed at the end of the year. (=Columns 8+12-6)-reduction in stock not yet constructed (Column 8).	New addition (against columns 8 and 12).	Replacements (against columns 9 and 20).	Increase.	Decrease.	Transfer between classes or groups.	Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Additions by Transfer from authorised list.	Replaced stock, i.e., stock referred to in column 10 condemned or sold.	Serviceable stock at the end of the year (=Columns 11+16+17+18-19-20-21-23+22).	Authorised stock condemned or sold awaiting replacement at the end of the year (=Columns 9+20-17-stock written off out of Column 9).	Stock replaced but still running on the line at the end of the year (=Columns 10+22-23).	
..	..	3	T×15" 6×43"	15,541	44·83	3	..	..	..	3	..	..	3	..	..	..	..	..	..	..	..	..	3	..	..	2
..	1	1	E×11" 4×36"	6,557	20·46	1	..	..	..	1	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..
7	..	7	EE×13" 4×42"	8,450	39·70	5	..	..	2	7	..	..	5	..	..	..	..	..	..	..	..	..	7	..	..	..
4	..	12	F×14" 6 42½"	9,683 11,068 11,760	42·75	12	..	..	..	12	..	..	12	..	..	..	..	..	..	..	..	..	12	..	..	..
7	..	12	FO×14" 4×53"	7,706 8,875 9,430	45·97 47·00 50·06	12	..	..	..	12	..	..	12	..	..	..	..	..	..	..	..	..	12	..	..	..
6	..	6	8×13" 4×47"	8,351	47·00	6	..	..	..	6	..	..	6	..	..	..	..	..	..	..	..	..	6	..	..	..
11	..	11	M×16" 6×48"	13,922	62·25	11	..	..	..	11	..	..	11	..	..	..	..	..	..	..	..	..	11	..	..	..
14	..	21	P×15½" 6×57"	12,518 12,611	64·10	21	..	..	..	21	..	..	21	..	..	..	..	..	..	..	..	..	21	..	..	..
7	..	10	MS×16" 6×48"	15,957	65·25	10	..	..	..	10	..	..	10	..	..	..	..	..	..	..	..	..	10	..	..	..
10	..	10	SP×16½" 6×57"	14,291	65·30	10	..	..	..	10	..	..	10	..	..	..	..	..	..	..	..	..	10	..	..	..
5	..	5	HG(A)×16" 8×44"	19,534	80·31	5	..	..	..	5	..	..	5	..	..	..	..	..	..	..	..	..	5	..	..	..
6	..	6	HG(B)×17½" 8×44"	20,825	80·50	6	..	..	..	6	..	..	6	..	..	..	..	..	..	..	..	..	6	..	..	..
3	..	3	HG(C)×17½" 8×44"	20,825	80·25	3	..	..	..	3	..	..	3	..	..	..	..	..	..	..	..	..	3	..	..	..
Total	103	4 107	..	..	..	105	2	107	..	107	..	..	105	..	..	..	..	..	..	..	..	..	107	..	..	2

Note.—There are 8 spare boilers on this Railway.

No. 2.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1938.

[illegible]

No. 3.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH, 1938.—Coaching Stock.—(Metre Gauge).

Description of Coaching Stock in serviceable order at the end of the year (vide column 24.)		Total seats by classes.						Number of authorised and serviceable stock at the end of the previous year.						Changes in the sanctioned authorised stock during the year.						Changes in serviceable stock during the year.										Serviceable stock at the end of the year (Column 24) 11+16+17+18-19-20-21-23+22		Authorised stock condemned or sold awaiting replacement at the end of the year (column 9) 9+20-17-stock written off out of column 9		Stock replaced but still running on the line at the end of the year (Columns 10+22-28).																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		Average weight in tons of each description of vehicle.						Berths.			Seats.			Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year.	Serviceable stock at the end of the year (Columns 7-12-13).	Reductions in authorised stock sanctioned by Railway Board.	Additions to authorised stock sanctioned by Railway Board.	Authorised stock at the end of the year (Columns 7+12-13).	Authorised new stock not constructed at the end of the year (column 8).	New additions (against columns 8&12).	Replacements (against columns 9&20).	Increase	Decrease.	Transfer between classes or groups.	Authorised list.							Replaced list.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
								First.	Second.	Intermediate.	Third.	2	3																4								5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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No. 3.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st MARCH, 1932—Coaching Stock.—(Concluded).

Description of Stock (vide column 24).		Total seats by classes.						Number of authorised and serviceable stock at the end of the previous year.						Changes in the sanctioned authorised stock during the year.						Changes in serviceable stock during the year.										Stock replaced but still running on time at the end of the year (Columns 16+22+23).					
1	2	Average weight in tons of each description of vehicle.		Berths.				Seats.		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22		23	24	25	26	
		First.	Second.	Intermediate	Third.																														
T Y P E.																																			
1																																			
2. (the Coaching Vehicles—																																			
(i) Luggage & brakes & 4 wheeled brake-vans with mail accommodation excluding those forming part of composite passenger carriages. Log'e																																			
(ii) Brake vans fitted with mails (News-paper, letter sorting).																																			
(iii) Mails (News, paper, letter sorting).																																			
(iv) Carriage and Motor vans ..																																			
(v) Horse vans ..																																			
(vi) Luggage vans ..																																			
(vii) Miscellaneous (excluding departmental)																																			
Fruit-van																																			
(viii) Brake vans used exclusively on passenger service. 1 wheeled																																			
6-wheeled																																			
Log'e																																			
Total other coaching vehicles																																			
Total coaching vehicles (excluding departmental)																																			

[illegible]

EXPLANATORY NOTES.

STATEMENT No 3 ROLLING STOCK-COACHING.

Item, 1.—(a)—Seven State Saloons are in charge of this Railway, which were built other than Railway funds, &c., State Expenses.

7.—(1) —1 (VQ) First class bogie carriage, 2 (PS) 2nd class 1-wheeled carriages, 1 (P) Third bogie carriage.

(ii) 2 (1FS) 1st and 2nd class 1-wheeled carriages, 2 (USNO) First, 2nd and Inter class bogie carriages, 1 (NT) Inter and 3rd class bogie carriage and 1 (SC) Inter with Kitchen compartment bogie carriage.

" " (iii) 2 (ILL/L) 3rd class with luggage and Guards Compartment
bogie carriages.
" " bogie carriages.

2 (11) 1 Motor Van 4-wheeled.

(17) I motor van 4-wheeled.
(18) I parcel van 4-wheeled.

Net additions, shown in Column 12, as sanctioned by the Government of Jodhpur
 P. M. Manger's letter No. 6B-40/91 of 29-7-1937

No. 5—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st MARCH, 1938—Goods Stock—Metre Gauge.

DESCRIPTION OF STOCK (vide COLUMN 22.)				NUMBER OF AUTHORISED AND SERVICEABLE STOCK AT THE END OF THE PREVIOUS YEAR.					CHANGES IN THE SANCTIONED AUTHORIZED STOCK DURING THE YEAR.				CHANGES IN SERVICEABLE STOCK DURING THE YEAR.													
Type.				2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
				Average Tare weight in tons of each description of vehicle.	Average carrying capacity in tons of each description of vehicle.	Total carrying capacity in tons.	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (Columns 5-6-7 +8.)	Additions to authorised stock sanctioned by Railway Board.	Reductions in authorised stock sanctioned by Railway Board.	Authorised stock at the end of the year (Columns 5+10-11).	Authorised new stock not constructed at the end of the year—(Columns 6+10-14) reduction in stock not yet constructed (Column 6.)	New additions (against Columns 6 and 10).	Replacements (against Columns 7 and 18).	Increase.	Decrease.	Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned, or sold not to be replaced.	Additions by transfer from authorised list.	Replaced stock, i. e., stock referred to in Column 5 condemned or sold.	Serviceable stock at the end of the year (Columns 9+14+15+16-17-18-19-21+20).	Authorised stock condemned or sold awaiting replacement at the end of the year (Columns 7+18-19-stock written off out of Column 7.)	Stock replaced but still running on the line at the end of the year (Columns 8+20-21)
1 Covered Wagons—																										
{ 10 tons and under				4.20	10.00	5,150	1,513				1,513	2		1,515				2	2					1,515		
{ Over 10 and up to 15 tons..				5.00	14.75	7,257	494				494			492										492		
{ Over 15 and up to 20 tons..				6.00	18.00	1,782	99				99			200										200		
{ Over 20 tons ..																										
Bogie .. { Over 15 and up to 20 tons..				9.70	18.00	.. 18	.. 1				.. 1			.. 1										.. 1		
{ Over 20 tons ..						24,207	2,107				2,107	202	2	2,307	200				2	2				2107		
Total																										
2. Open Wagons, high-sided—																										
{ 10 tons and under																										
{ 10 and up to 15 tons																										
{ 10 and up to 15 tons																										
Bogie .. { Over 15 and up to 20 tons ..																										
{ Over 20 tons ..																										
Total																										
3. Open wagons, low-sided—																										
{ 10 tons and under				3.49	10.00	970	97				97			97										97		
{ Over 10 and up to 15 tons ..				4.22	13.75	963	70				70			70										70		
{ Over 15 and up to 20 tons ..																										
{ Over 15 and up to 20 tons..				8.39	21.6	4,816	223				223			223										223		
{ Over 20 tons ..																										
Total						6,749	390				390			390										390		

No. 8.—MILEAGE STATEMENT FOR THE YEAR 1937-38

Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31st MARCH 1938.				TRACK MILEAGE OPEN ON 31st MARCH 1938.				MILEAGE OPENED DURING THE YEAR 1937-38.				ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1938.				Classification.	Section.	Miles.			
			Single line.	Double line.	Trebble line, etc., as detailed in foot-note.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.	Sections.	Miles.	Whether the mileage opened in single, double or treble, etc., or siding.	Traffic for which opened.	Working Agency.	Constructing Agency.	Sanctioned but not commenced.	under construction.				Proportion of work completed on 31st March 1938.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
Jodhpur Railway..	3'-3"	21-6-82	768'91	..	..	768'94	768'94	105'80	13'27	856'01	..	..	..	..	..	Jodhpur Darbar.	..	..	..	..	..	..	..	..
Jodhpur-Hyderabad Railway— (British Section)	3'-3"	18-8-92	238'52	..	..	238'52	238'52	49'47	5'11	293'10	..	..	..	..	..	Jodhpur Railway.	..	..	..	..	..	..	..	..
Mirpurkhya Khadro Railway ..	3'-3"	1-4-12	49'50	..	..	49'50	49'50	3'91	1'60	51'91	..	..	..	..	..	Shud Light Ry. Co.	..	..	..	..	..	..	..	..
Total ..	..	..	1,054'96	..	..	1,054'96	1,054'96	159'18	19'88	1,234'02	..	..	..	..	..	Jodhpur Railway.	..	..	..	..	..	..	..	..

SUMMARY OF THE MILEAGE OF JODHPUR RAILWAY ON 31st MARCH 1938.

Classification.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1938.				TRACK MILEAGE OPEN ON THE 31st MARCH 1938.				ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC ON 31st MARCH 1938.			
	Single Line.	Double, Treble etc, lines as the case may be.	Total.	Sidings.	Running track.	Total.	Sidings.	Total.	Route mileage opened during the year 1937-38.	Sanctioned but not commenced.	Under construction.	10
	2	3	4	5	6	7	8	9	10	11	12	13
1. Total State Owned Railway.— 3'-3" Gauge ..	238'52	..	238'52	54'58	238'52	238'10	..	..	..	..	..	..
2. Total other Railways.— 3'-3" gauge ..	816'44	..	816'44	124'48	816'44	840'92	..	..	..	..	..	..
3. Total by gauges.— 3'-3" gauge ..	1,054'96	..	1,054'96	179'06	1,054'96	1,234'02	..	..	..	..	..	..
Grand Total ..	1,054'96	..	1,054'96	179'06	1,054'96	1,234'02	..	..	..	..	..	..

(a) Increase is due to more sidings laid.

Statement No. 9—Description of Railway Worked.

Item.	Heading.				Gauge.
					3'—3 $\frac{3}{8}$ "
9·01	Mean mileage worked	..	..	.. Miles.	1,054·96
9·02	Number of stations	..	..	.. No.	163
9·02 (a)	Number of block-huts, branch booking offices and out-agencies	..	..	..	Nil.
9·03	Total length of the following gradients—				
	(a) 1/50 and less	..	..	.. Miles.	0·51
	(b) 1/51 to 1/80	..	..	.. "	Nil.
	(c) 1/81 to 1/100	..	..	.. "	1·55
	(d) 1/101 to 1/200	..	..	.. "	236·14
	(e) 1/201 to 1/300	..	..	.. "	72·23
	(f) Total	..	..	..	310·43
9·04	Steepest gradient worked—				
	(a) Length	..	..	.. Miles	0·51
	(b) Inclination	..	..	.. "	1 in 50
9·05	Maximum degree of curvature and radius—				
	(a) Degree of curvature	..	..	..	8°—0'—0"
	(b) Radius in feet	..	..	..	716
9·06	Ratio of curve to total length of line (expressed as a percentage)				8·57
9·07	Average amount of curvature per mile	..	..	.. Degrees	11°—17'—42"

No 10 —Statement of Equipment showing the actual stock running on the
31st March 1938.

A.—Locomotives, Rail Motors, Steam Coaches, Internal Combustion Coaches and Electric Motor Coaches.

Item.						Metre Gauge.	Remarks.	
1. Locomotives—								
1-01 Tender	} Steam	..	..	..	103	Chairs. for servants, for Drivers.	
1-02 Tank		..	..	..	4		
1-03 Total		..	..	..	107		
1-04 Electric	..	..	..	..	..
2. Total tractive effort in lbs.—								
2-01 Steam Locomotives	..	..	..	..	1,399,462		
2-02 Electric Locomotives	..	..	..	..	..
3. Rail Motors.—								
3-01 Number	..	..	..	..	1		
Seats—								
3-02 Upper	..	..	..	..	7		
3-03 Lower	..	..	..	..	3		
					2			
4. Steam Coaches—								
4-01 Number	..	..	..	..	..
Seats—								
4-02 Upper	..	..	..	..	..
4-03 Lower	..	..	..	..	..
5. Internal Combustion Coaches—								
5-01 Number	..	..	..	..	..
Seats—								
5-02 Upper	..	..	..	..	..
5-03 Lower	..	..	..	..	..
6. Electric motor Coaches—								
6-01 Number motor Coach composite (in units)	..	..	..	..	..
Seats—								
6-02 Upper	..	..	..	..	..
6-03 Lower	..	..	..	..	..
Weight—								
6-04 Average weight in tons.	..	..	..	..	..

No. 10.—Statement of Equipment Showing the Actual stock Running on the 31st March 1938:

B.—Coaching Stock Metre Gauge.

I T E M .	Number (in units).	SEATS BY CLASSES.				Remarks.
		1st	2nd	Inter.	3rd	
PASSENGER CARRIAGES.						
1. Passenger carriages of uniform class.—						
1-01 Bogies	76	16	..	..	5,774	
1-02 Four wheelers	56	39 56	88 89	512 88	622	
2. Composite passenger carriages excluding those fitted with brake van or mail accommodation —						
2-01 Bogies	48	142	214	791	976	
2-02 four wheelers	13	45	52	12	..	
3. Composite passenger carriages with brake van or mail accommodation.—						
3-01 Bogies	66	..	..	..	3,547	
3-02 four wheelers	4	..	..	..	80	
4. Military Cars .. .. .	..	Total No. of seats.				66 Chairs.
5. Dining Cars (Bogie)	4	Total No. of seats.				
6. Saloons, Royal and State.—		Total No. of berths.				
6-01 Bogies .. .. .	..	Total No. of berths.				
6-02 four wheelers .. ..	..	Total No. of berths.				
7. Reserved carriages (for use of the public).—		Total No. of berths.				
7-01 Bogies .. .. .	..	Total No. of berths.				
7-02 four wheelers .. ..	..	Total No. of berths.				
8. Total passenger carriages (Items 1 to 7) ..	267	242	354	1,115	10,999.	
OTHER COACHING VEHICLES.		Total No. of seats.				
9. Luggage and Brakes and Brake van with mail accommodation (excluding those forming part of composite passenger carriages.—						
9-01 Bogies .. .. .	..				
9-02 four wheelers .. ..	..				
10. Brake vans fitted with mails (News papers, letter sorting). ..	..				
11. Mails (News papers, letter sorting). ..	..				
12. Carriages and Motor vans	5					
13. Horse vans	8	32 Total No. of stalls.				
14. Luggage vans	7					
15. Miscellaneous (excluding departmental) ..	3					
16. Brake vans used exclusively on passenger service.						
16-01 Bogies.. .. .	4					
16-02 four wheelers	10					
17. Total other coaching vehicles (items 9 to 15).	23					
18. Total coaching vehicles for public use (Total 8, 16 and 17). ..	304					
19. Railway Service vehicles (including Officers' carriages)	46	Total No. of berths. ..				102

Explanatory Notes.—

Statement No. 10 B.—

Item No. 5. All the Dining Cars on this Railway are bogies.

Item No. 8.—The cumulative figures under item 15-01 of St. 4 are 261 whereas under item No. 8 of this statement the number of total passenger carriages is 267, the difference is due to—

(i) 4 Dining cars having been included in other coaching vehicles as per instructions.

(ii) 2 First and 2nd Class 4-wheeled were placed on line on 28-2-38, and 1 2nd Class and Inter Class 4-wheeled replaced vehicle still running on line, has been withdrawn from service on 21-3-38, and condemned.

Item No. 17.—The cumulative figures under item No. 15-03 of St. 4 are 26 whereas under this item the number of other coaching vehicles is 23, the difference of the Dining cars as explained above.

Statement No. 10 C.—

Item No. 5.—The cumulative figures under item No. 1801 of St. 4 are 2,452 whereas the figures for total goods wagons are 2,560 the difference of 108 is due to certain wagons temporarily used for departmental purposes having been excluded in working out item No. 18 of St. 4 as per instructions.

No. 10.—Statement of equipment showing the actual stock running on the 31st March 1938.

C. II.—Goods Stock (Metre Gauge).

Item.						Number (in units).
COVERED WAGONS.—						
1-01	10 tons and under	..	..	..	..	1,515
1-02	Over 10 and up to 15 tons..	..	..	..	..	492
1-03	Over 15 and up to 20 tons..	..	..	..	..	100
1-04	Over 20 tons ..	..	..	..	..	2,107
1-05	Total ..	..	..	..	..	24,207
1-06	Total capacity (in tons)	..	..	..	..
2. Open Wagons (high-sided).—						
2-01	10 tons and under	..	..	..	..	..
2-02	Over 10 and up to 15 tons..	..	..	..	..	..
2-03	Over 15 and up to 20 tons..	..	..	..	..	..
2-04	Over 20 tons ..	..	..	..	..	..
2-05	Total ..	..	..	..	..	..
2-06	Total capacity (in tons)	..	..	..	..	..
3. Open Wagons (Low-sided) —						
3-01	10 tons and under	..	..	..	..	97
3-02	Over 10 and up to 15 tons ..	..	..	..	..	70
3-03	Over 15 and up to 20 tons..	..	..	..	..	273
3-04	Over 20 tons ..	..	..	..	..	390
3-05	Total ..	..	..	..	..	6,749
3-06	Total capacity (in tons)	..	..	..	..
4. Special Wagons —						
4-01	Live Stock ..	..	..	..	..	35
4-02	Wagons for explosives ..	..	..	..	..	3
4-03	Timber or rail wagons (15 tons and under)	..	..	..	..	..
4-04	Timber or rail wagons (over 15 tons) ..	..	..	..	..	..
4-05	Petrol Tank wagons ..	..	..	..	..	6
4-06	Other Tank wagons ..	..	..	..	..	19
4-07	Miscellaneous wagons ..	..	..	..	..	..
4-08	Total ..	..	..	..	..	63
5. Total goods wagons for public use (Items 1-05 plus 2-05 plus 3-05 plus 4-08)						2,560
6. Brake vans used indiscriminately on passenger, mixed or goods service ..						50
7. Total items 4-08 and 6 ..						113
8. Railway service vehicles (including inspection trolleys) ..						92
9. Travelling cranes and their dummy tanks ..						2
10. Total items 8 and 9 ..						94
11. Road motors (including motor cars and motor vans) ..						..

No. 11.—Statement of net additions to or reductions in equipment.

Locomotive, Coaching and Goods Stock.

I t e m .						Metre Gauge.
1. Locomotives.—						
1·01	Steam (Number)	..	..	..	..	..
1·02	Electric (Number)	..	..	..	..	..
	Tractive efforts (in lbs.)	..	..	..	..	..
1·03	Steam	..	..	..	..	5,897
1·04	Electric	..	..	..	..	..
2. Rail motors.—						
2·01	Number	..	..	..	..	..
2·02	Seats	..	..	..	..	..
3. Steam Coaches.—						
3·01	Number	..	..	..	..	..
3·02	Seats	..	..	..	..	..
4. Internal combustion coaches.—						
4·01	Number	..	..	..	..	..
4·02	Seats	..	..	..	..	..
5. Electric motor coaches.—						
5·01	Number	..	..	..	..	..
5·02	Seats	..	..	..	..	..
6. Coaching Vehicles —						
6·01	Passenger carriages (Number)		..	..	..	8
6·02	1st class seats ..	..	..	..	..	26
6·03	2nd class seats ..	..	..	..	..	6
6·04	Inter class seats	..	..	..	..	16
6·05	3rd class seats ..	..	..	..	..	288
6·06	Other coaching vehicles, including Brake Vans (No.)	..	..	..	..	..
	Railway service vehicles including officers' carriages —					
6·07	Number	..	..	..	..	..
7. Goods Wagons						
	Covered wagons.—					
7·01	Number	..	..	..	..	..
7·02	Capacity (in tons)	..	..	..	..	10
	Open Wagons —					
7·03	Number	..	..	..	..	..
7·04	Capacity (in tons)	..	..	..	..	..
7·05	Special wagons including Brake Vans (No)	..	..	..	..	3
7·06	Railway service vehicles (including Inspection trollies).—					
	Number	..	..	..	..	..
8. Road motors (including motor cars and motor vans).—						
	Number ..	..	..	..	..	..

No. 12—Statement of Passenger Revenue Statistics.

Item.	H e a d i n g .						Amount or Number.
	Passengers originating on Home line whether local or Foreign (in hundreds)—						
12-01	1st Class	..	..	..	..	..	2,6
12-02	2nd "	..	..	..	..	..	25,4
12-03	Inter "	..	..	..	..	..	168,4
12-04	3rd "	..	..	..	..	..	4,290,0
12-05	Total (12-01 to 12-04)	..	..	..	..	..	4,486,4
12-06	Other traffic all classes	..	..	..	..	..	439,7
12-07	Total Items (12-05 and 12-06)	..	..	..	..	..	4,926,1
	Number of passengers carried (in hundreds)—						
12-08	1st Class	..	..	..	..	..	4,4
12-09	2nd "	..	..	..	..	..	34,0
12-10	Inter "	..	..	..	..	..	174,6
12-11	3rd "	..	..	..	..	..	4,713,1
12-12	Total (12-08 to 12-11)	..	..	..	..	..	4,926,1
	Passenger miles (in thousands)—						
12-13	1st Class	..	..	..	..	..	536
12-14	2nd "	..	..	..	..	..	3,402
12-15	Inter "	..	..	..	..	..	6,896
12-16	3rd "	..	..	..	..	..	198,983
12-17	Total (12-13 to 12-16)	..	..	..	..	..	209,817
	Average number of miles a passenger was carried—						
12-18	1st Class	..	..	..	..	..	122.38
12-19	2nd "	..	..	..	..	..	100.21
12-20	Inter "	..	..	..	..	..	39.48
12-21	3rd "	..	..	..	..	..	42.22
12-22	Total	..	..	..	..	..	42.59
	Earnings from passengers carried including refunds (in thousands)						
12-23	1st Class	..	..	..	..	..	63
12-24	2nd "	..	..	..	..	..	1,98
12-25	Inter "	..	..	..	..	..	1,79
12-26	3rd "	..	..	..	..	..	39,07
12-27	Total (12-23 to 12-26)	..	..	..	..	..	43,47
	Average rate (in pies) charged per passenger per mile—						
12-28	1st Class	..	..	..	..	..	22.72
12-29	2nd "	..	..	..	..	..	11.14
12-30	Inter "	..	..	..	..	..	4.98
12-31	3rd "	..	..	..	..	..	3.77
12-32	Total	..	..	..	..	..	3.98
12-33	Total Parcel earnings including refunds (in thousands)	..	..	..	..	..	3,47
12-34	Other miscellaneous coaching earnings including refunds (in thousands)	..	..	..	..	..	2,26
12-35	Total other coaching earnings (Items 12-33 and 12-34)	..	..	..	..	..	5,73
	Total coaching earnings (in thousands)—						
12-36	Total including refunds	..	..	..	..	..	49,28
12-37	Refunds	..	..	..	..	..	3
12-38	Total excluding refunds	..	..	..	..	..	49,20

No. 12—Statement of Passenger Revenue Statistics (Contd.)

Item.	Heading.				Number carried.	Earnings.
	Number of and earnings from passengers carried on the system —				No.	Rs.
	Full fares—					
12·39	1st ..	..	..	..	3,709	53,939
12·40	2nd ..	..	..	..	25,607	1,64,817
12·41	Inter ..	..	..	..	1,57,740	1,61,889
12·42	3rd ..	..	..	..	4,548,079	37,82,869
12·43	Total (12·39 to 12·42)	..	..	..	4,735,135	41,63,514
	Season and zone tickets.—					
12·44	1st ..	..	..	..	Nil	Nil
12·45	2nd ..	..	..	..	Nil	Nil
12·46	Inter ..	..	..	..	Nil	Nil
12·47	3rd ..	..	..	..	7,328	2,494
12·48	Total (12·44 to 12·47)	..	..	..	7,328	2,494
	Other traffic carried at less than full fares.—					
12·49	1st ..	..	..	..	673	9,520
12·50	2nd ..	..	..	..	8,344	32,651
12·51	Inter ..	..	..	..	16,909	17,041
12·52	3rd ..	..	..	..	157,665	1,21,517
12·53	Total (12·49 to 12·52)	..	..	..	183,591	1,80,729
	Total Traffic.—					
12·54	1st ..	..	..	..	4,382	63,459
12·55	2nd ..	..	..	..	33,951	1,97,468
12·56	Inter ..	..	..	..	174,649	1,78,930
12·57	3rd ..	..	..	..	4,713,072	39,06,880
12·58	Total (12·54 to 12·57)	..	..	..	4,926,054	43,46,737

Number of and earnings from passengers carried on the system by zones, excluding military passengers and passengers holding season tickets for the year 1937-38.

Item.	Zones.		1 to 50 Miles.			51 to 150 Miles.			151 to 300 Miles.			Over 300 Miles.			Total.					
	Class.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Percentage of total.	Amount.	Percentage of total.	No.	Amount.					
12'59	1st	..	1,215	27'86	Rs. 4,386	7'26	2,211	50'70	Rs. 25,968	42'99	316	7'25	7,638	12'65	619	14'19	22,406	37'10	4,361	60,398
12'60	2nd	..	18,426	54'69	25,673	14'22	9,575	28'42	52,470	29'07	1,367	4'06	15,747	8'72	4,324	12'83	86,619	47'99	33,692	1,80,509
12'61	Inter	..	141,760	81'19	87,691	50'20	29,668	16'99	62,718	35'90	883	0'51	4,157	2'38	2,292	1'31	20,123	11'52	174,603	1,74,689
12'62	3rd	..	3,614,238	76'83	14,84,350	38'42	931,042	19'79	15,56,166	40'27	83,434	1'77	3,02,159	7'82	76,011	1'61	5,21,348	13'49	4,70,475	38,64,023
12'63	Total	..	3,775,639	76'78	16,02,100	37'44	972,496	19'78	16,97,321	39'66	86,000	1'75	3,29,701	7'70	83,246	1'69	6,50,496	15'20	4,917,381	42,79,619

No. 13.—Statement of Goods Revenue Statistics.

Item.	Heading.	Amount or Number.
	Tons originating on Home line (whether local or Foreign)	
13-01	Coal for the public	1
13-02	Coal for foreign Railways and Home line construction ..	Nil.
13-03	Coal for Home Line	4
13-04	Grain and Oil Seeds	178
13-05	Other commodities (including other revenue stores) ..	638
13-06	Total (Items 13-01 to 13-05)	821
13-07	Other Traffic	476
13-08	Total (Items 13-06 and 13-07)	1,297
	No. of tons carried (in thousands).—	
13-09	Coal for the public	28
13-10	Coal for Foreign Railways and Home line construction ..	8
13-11	Coal for Home line	69
13-12	Grain and Oil Seeds	326
13-13	Other commodities (including other revenue stores) ..	866
13-14	Total (Items 13-09 to 13-13)	1,297
13-15	Actual number of tons carried on the system (in thousands) ..	1,297
13-16	No. of tons terminating (in thousands)	781
13-17	No. of tons cross traffic (in thousands)	194
	Net ton miles (in thousands).—	
13-18	Coal for the public	6,241
13-19	Coal for Foreign Railways and Home line construction ..	802
13-20	Coal for Home line	15,447
13-21	Grain and Oil Seeds	62,093
13-22	Other commodities (including other revenue stores) ..	99,750
13-23	Total (Items 13-18 to 13-22)	184,333
	Average mile a ton of goods was carried.—	
13-24	Coal for the public	221
13-25	Coal for Foreign Railways and Home line construction ..	101
13-26	Coal for Home Line	224
13-27	Grain and Oil Seeds	190
13-28	Other commodities (including other revenue stores) ..	115
13-29	Total coal excluding coal for Home line	195
13-30	Total goods including coal	142

No. 13.—Statement of Goods Revenue Statistics.—(Contd.)

Item.	H e a d i n g .					Amount or Number.
	Earnings from Goods carried including refunds (in thousands).—					
13·31	Coal for the public	..	..	..	..	75
13·32	Coal for Foreign Railways and Home line construction	..			..	9
13·33	Coal for Home line	..	..	..	..	1,67
13·34	Grain and Oil Seeds	..	..	..	..	22,78
13·35	Other commodities (including other revenue stores)	..			..	47,26
13·36	Total (Items 13·31 to 13·35)	..	..	..	..	72,55
	Average rate (in pies) charged for carrying a ton of goods one mile.—					
13·37	Coal for the public	..	..	..	..	2·31
13·38	Coal for Foreign Railways and Home line construction	..			..	2·15
13·39	Coal for Home line	..	..	..	..	2·08
13·40	Grain and Oil Seeds	..	..	..	..	7·04
13·41	Other commodities (including other revenue stores)	..			..	9·10
13·42	Total coal excluding coal for Home line	..			..	2·29
13·43	Total Goods including coal	..	..	..	..	7·56
13·44	Total other goods earnings including refunds (in thousands).	..			..	39
	Total goods earning (in thousands).—					
13·45	Total including refunds	..	..	..	..	73,03
13·46	Refunds	..	..	..	..	18
13·47	Total excluding refunds	..	..	..	..	72,85
13·48	Total electric telegraph earnings (in thousands)	..			..	19
13·49	Total sundry earnings (excluding refunds) (in thousands)	..			..	4,41
13·50	Total gross earnings (excluding refunds) (in thousands)	..			..	1,26,65
	Steam-boat earnings (already included in respective coaching and goods earnings) (excluding refunds etc) (in units).—					
13·51	Coaching	..	..	..	..	..
13·52	Goods	..	..	..	..	..
13·53	Total	..	..	..	..	..

No. 14.—Statement of Revenue Earnings and Expenses rated against Selected units.

Item.	Heading.	Percentage or Amount.	Remarks.
FINANCIAL RESULTS.			
14-01	Percentage of net earnings (including Steamboat traffic) on capital outlay on lines open and partly open. i. e. on the revenue earning mileage. Percent	10-04	J. Ry. 8-98 J. H. Ry. 74-02 M.K.B.Ry. 13-69
14-02	Percentage of net earnings on paid up capital Percent	..	
OUTLAY EARNINGS AND EXPENSES.			
(EXCLUSIVE OF STEAMBOAT EARNINGS AND EXPENDITURE ON THE MAINTENANCE AND WORKING OF FERRY STEAMERS AND HARBOURS).—			
14-03	Capital outlay per route mile Rs.	57,477	J. Ry. 62-356. J. H. Ry. 49-643, M.K.B.Ry. 19-619,
14-04	Gross earnings (in thousands of Rupees) Rs.	1,26,65	
14-05	Gross earnings per mean mile worked „	12,005-03	
14-06	Gross earnings per mean mile worked per week „	230-23	
14-07	Gross earnings per train mile „	5-77	
14-08	Total working expenses (in thousands of rupees) „	65,78	
14-09	Working expenses per mean mile worked per week „	119-59	
14-10	Working expenses per train mile „	3-00	
14-11	Net earnings (in thousands of rupees) „	60,87	
14-12	Net earnings per mean mile worked „	5,769-36	
14-13	Net earnings per train mile „	2-77	
14-14	Cost per 1,000 gross ton-miles (including weight of engine) „	8-24	
14-15	Percentage of total working expenses on total earnings Percent	51-94	
14-16	Percentage of total working expenses on total earnings, excluding from both sides of the account the expenses and earnings respectively, due to the carriage of revenue stores Percent	51-67	
(INCLUSIVE OF STEAMBOAT EARNINGS AND EXPENDITURE ON THE MAINTENANCE AND WORKING OF FERRY STEAMERS AND HARBOURS).—			
14-17	Percentage of total working expenses on total earnings Percent	51-94	

No. 15.—Results of Working.

Item.	Heading.	Amount or Percentage.
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.	
15·01	Total working expenses for both coaching and goods traffic, excluding Expenditure on the Maintenance and Working of Ferry Steamers and Harbours and after deducting telegraph and sundry earnings Rs.	61,18,159
	Proportions dividing expenditure in ratio of gross ton mileage—	
15·02	Coaching Rs.	23,46,489
15·03	Goods Rs.	37,71,670
	COACHING TRAFFIC.	
15·04	Coaching earnings per train mile Rs.	4·66
15·05	Cost of hauling a passenger train one mile Rs.	2·22
15·06	Profit on working a passenger train one mile Rs.	2·44
15·07	Earnings per coaching vehicle per mile pies.	43·19
15·08	Cost of hauling a passenger vehicle one mile pies.	20·60
15·09	Profit on working a passenger vehicle one mile pies.	22·59
	GOODS TRAFFIC.	
15·10	Goods earning per train mile Rs.	6·39
15·11	Cost of hauling a goods train one mile Rs.	3·31
15·12	Profit on working a goods train one mile Rs.	3·08
15·13	Earnings per goods vehicle per mile (excluding brakes) pies.	30·77
15·14	Cost of hauling a goods vehicle one mile pies.	15·93
15·15	Profit on working a goods vehicle one mile pies.	14·84
15·16	Cost of hauling a goods unit (viz., one ton) one mile pies.	3·93
15·17	Cost of hauling a goods unit one mile (including interest on capital expended on open lines at the rate of $4\frac{1}{2}$ percent per annum, Rs. 16,82,104). pies.	5·68
15·18	Profit on working a goods unit (viz.,) one mile pies.	3·63

No. 16.—Statement of ton Mileage.

Item.	Heading.	Number in thousands.
16·01	Net or freight ton miles (goods and proportion of mixed) excluding traffic carried in departmental train	175,881
	Gross ton miles (excluding weight of engine and departmental).—	
16·02	Passenger and proportion of mixed	229,645
16·03	Goods and proportion of mixed	380,529
	Gross ton miles (including weight of engine, but excluding departmental).—	
16·04	Passenger and proportion of mixed	284,249
16·05	Goods and proportion of mixed	438,201
	Total gross ton miles (including weight of engine and departmental).—	
16·06	Passenger and proportion of mixed	284,586
16·07	Goods and proportion of mixed	457,434

No. 17—Statement of Train and Engine Mileage

Item.	Heading.	Number in thousands.
	TRAIN MILES.—	
17-01	Passenger	547
17-02	Goods.—	
	(a) Main line	552
	(b) Branch line	45
	(c) Total	597
17-03	MIXED.—	
	(a) Passenger proportion	508
	(b) Goods proportion	496
	(c) Total	1,004
17-04	Passenger and proportion of mixed	1,055
17-05	Goods and proportion of mixed	1,093
17-06	Total (Items 17-04 to 17-05)	2,148
17-07	Departmental.—	
	(a) Passenger and total mixed	3
	(b) Goods	46
	(c) Total (Items 17-07 (a) to 17-07 (b))	49
17-08	SHUNTING MILES.—	
	Passenger and proportion of mixed	
	(a) Shunting engines	24
	(b) Train engines	84
	(c) Total	108
	Goods and proportion of mixed.—	
	(d) Shunting engines	184
	(e) Train engines	100
	(f) Total	284
17-09	OTHER ENGINE MILES —	
	Passenger and proportion of mixed.—	
	(a) Assisting required	1
	(b) Assisting not required	8
	(c) Light	7
	(d) Total 'Other' [Items 17-09 (a) to 17-09 (c)]	16
	Goods and proportion of mixed —	
	(e) Assisting required	5
	(f) Assisting not required	1
	(g) Light	28
	(h) Siding	7
	(i) Total 'Other' [Items 17-09 (e) to 17-09 (h)]	41
17-10	Departmental (including shunting):—	
	(a) Passenger and total mixed	3
	(b) Goods-Engineering	102
	(c) Total Goods	151
	(d) Total Departmental [Items 17-07 (c), 17-10 (a) and (c)]	
17-11	TOTAL ENGINE MILES:—	
	(a) Traffic engine miles:—	
	(i) Passenger and proportion of mixed	1,179
	(ii) Goods and proportion of mixed	1,418
	(b) Total including departmental [17-10(d), 17-11(a) (i) & (ii)]	2,748

No. 18—Statement of Engine Hours.

Item.	Heading.	Amount or Number in hundreds.
18·01	Train hours—Traffic service—	
	(a) Passenger trains	26,9
	(b) Mixed trains.—	
	(i) Passenger proportion	36,0
	(ii) Goods proportion	35,2
	(iii) Total	71,2
	(c) Goods Trains.—	
	(i) Main line	53,2
	(ii) Branch line	3,8
	(iii) Total	57,0
18·02	Shunting hours—Traffic service.—	
	(a) Passenger and proportion of mixed	21,6
	(b) Goods and proportion of mixed	56,9
18·03	Other engine hours—Traffic service.—	
	(a) Passenger and proportion of mixed	28,3
	(b) Goods and proportion of mixed	44,0
	(c) Siding engine hours	1,0
18·04	Total engine hours—Traffic service.—	
	(a) Passenger and proportion of mixed	112,8
	(b) Goods and proportion of mixed (including siding)	194,1
18·05	Departmental engine hours.—	
	(a) Passenger and total mixed	3
	(b) Goods	25,6
	(c) Total	25,9
	(d) Mixed—Passenger proportion	1
	(e) Mixed—Goods proportion	1
18·06	Total engine hours [18·04 (a) & (b) 18·05 (c)]	332,8
18·07	Percentage of train engine hours to total engine hours.—	
	(a) Passenger and proportion of mixed train engine hours to total engine hours (Passenger and proportion of mixed)	56
	(b) Goods and proportion of mixed train engine hours to total engine hours (Goods and proportion of mixed)	42

No. 19.—Statement of Vehicle and Wagon Miles.

Item.	H o a d i n g .					Number in thousands or percentage.
19·01	Passenger Trains.—					
	(a) Coaching vehicles	..	..	..	..	9,658
	(b) Other vehicles	..	..	..	..	275
	(c) Total	..	..	..	..	9,933
19·02	Mixed Trains (Passenger proportion)—					
	(a) Coaching vehicles	..	..	..	..	11,502
	(b) Other vehicles	..	..	..	..	415
	(c) Total	..	..	..	..	11,917
19·03	Total passenger and proportion of mixed.—					
	(a) Coaching vehicles	..	..	..	..	21,160
	(b) Other vehicles	..	..	..	..	690
	(c) Total	..	..	..	..	21,850
19·04	Goods Trains.—					
	(i) Main Lines.—					
	(a) Loaded	..	..	..	..	21,203
	(b) Total	..	..	..	..	30,266
	(c) Percentage loaded of total			..	..	70·1
	(ii) Branch Lines.—					
	(a) Loaded	..	..	..	..	576
	(b) Total	..	..	..	..	973
	(c) Percentage loaded of total			..	..	59·2
19·05	Mixed trains (goods proportion only)—					
	(a) Loaded	..	..	..	..	8,920
	(b) Total	..	..	..	..	12,405
19·06	Grand total (goods including proportion of mixed).—					
	(a) Loaded	..	..	..	..	30,699
	(b) Total	..	..	..	..	43,644
	(c) Percentage loaded of total			..	..	70·3
19·07	Departmental.—					
	(a) Passenger and total mixed	..	..	..	..	54
	(b) Goods	..	..	..	..	1,776
	(c) Total	..	..	..	..	1,830
19·08	Brake Vans.—					
	(a) Passenger and total mixed	..	..	..	..	1,104
	(b) Goods	..	..	..	..	754
	(c) Total	..	..	..	..	1,858

No. 20.—Statement of Running of Trains and speed of Goods Trains.

Item.	H e a d i n g .					Number.
						Railway's Own trains.
	Running of passenger and mixed trains (Traffic).—					
	(a) Mail and Important through trains.—					
20·01	Total number of trains run ..	..	..	..	..	1,825
20·02	Number of trains not losing time ..	..	..	..	..	1,732
20·03	Percentage of trains not losing time ..	..	..	..	..	94·9
20·04	Average time table speed ..	..	..	..	..	20·3
	(b) Suburban trains.—					
20·05	Total number of trains run ..	..	..	..	..	Nil
20·06	Number of trains not losing time ..	..	..	..	..	Nil
20·07	Percentage of trains not losing time ..	..	..	..	..	Nil
20·08	Average time table speed ..	..	..	..	..	Nil
	(c) Mixed trains.—					
20·09	Total number of trains run ..	..	..	..	..	15,193
20·10	Number of trains not losing time ..	..	..	..	..	13,862
20·11	Percentage of trains not losing time ..	..	..	..	..	91·2
20·12	Average time table speed ..	..	..	..	..	14·5
	(d) Other passenger trains.—					
20·13	Total number of trains run ..	..	..	..	..	3,222
20·14	Number of trains not losing time ..	..	..	..	..	2,945
20·15	Percentage of trains not losing time ..	..	..	..	..	91·4
20·16	Average time table speed ..	..	..	..	..	19·2
	Average speed of goods trains.—					
	Through goods trains.—					
	Train miles per train engine hour.—					
20·17	Main lines ..	..	..	..	..	13·3
20·18	Branch lines ..	..	..	..	..	13·2
20·19	Total ..	..	..	..	..	13·3
	All goods trains.—					
	Train miles per train engine hour.—					
20·20	Main lines ..	..	..	..	..	9·76
20·21	Branch lines ..	..	..	..	..	11·7
20·22	Total ..	..	..	..	..	9·88

No. 21.—Statement of Shunting and Light Running

Item.	Heading.	Number.
20.10	Passenger and proportion of mixed (excluding departmental).— Shunting miles per 100 train miles	10.2
21.02	Light engine miles per 100 train miles	0.69
21.03	Light and assisting not required miles per 100 train miles..	1.41
21.04	Goods and proportion of mixed (excluding departmental).— Shunting engine miles per 100 train miles	26.0
21.05	Light engine miles per 100 train miles	2.56
21.06	Light and assisting not required miles per 100 train miles ..	2.65
No. 22.—Statement of Engine Usage.		
22.01	Average Number of Engine.— Authorised stock	105
22.02	On Line	107
22.03	Under or awaiting repair	8
22.04	Available for use	98
22.05	Actual number in Good repair Stored.— Maximum number in any one month	Nil.
22.06	Minimum number in any one month : ..	Nil.
22.07	Average number in use Daily on.— Passenger service	14
22.08	Mixed service	26
22.09	Goods service	18
22.10	Departmental service	5
22.11	Shunting including siding	10
22.12	Total	73
22.13	Spare	26
22.14	Maximum number in use on any one day	84
22.15	Engine miles per day — Per passenger engine	109
22.16	Per mixed engine	126
22.17	Per goods engine	95
22.18	Per engine in use	105
22.19	Per engine on the line	70
22.20	Net ton miles.— Per goods locomotive day on the line	7,529
22.21	Per goods locomotive day in use	11,974
22.22	Hours worked per day per engine available for use ..	9.02

No. 23—Statement of Loads of Trains

Item.	Heading .				Number or Tons.
AVERAGE TRAIN LOAD (EXCLUDING DEPARTMENTAL TRAINS)					
23-01	Passenger trains— No. of vehicle (in terms of four-wheelers) .. No.				21
23-02	Passenger including proportion of mixed.— Gross weight (including weight of engine) .. Tons.				269
Goods trains—					
Main Lines—					
23-03	Loaded wagons per train (in terms of four-wheelers) .. No.				38
23-04	Total wagons per train (in terms of four-wheelers) .. No.				55
23-05	Percentage loaded of total				70 0
Branch Lines.—					
23-06	Loaded wagons per train (in terms of four-wheelers) .. No.				13
23-07	Total wagons per train (in terms of four-wheelers) .. No.				22
23-08	Percentage loaded of total				59.1
Goods and proportion of mixed (Main and Branch lines)—					
23-09	Net or freight weight Tons.				161
23-10	Gross weight (including weight of engine)				400
23-11	Gross weight (excluding weight of engine)				348
No. 24—Statement of Vehicles and wagons and their Usages.					
Coaching Stock.—					
Average authorized stock (in units).—					
24-01	Passenger Carriages No.				272
24-02	Other Coaching vehicles No.				89
Average number on the Line —					
Passenger Carriages —					
24-03	In Units No.				261
24-04	In terms of four-wheelers No.				451
Other Coaching vehicles.—					
24-05	In Units No.				27
24-06	In terms of four-wheelers No.				34
24-07	Vehicle miles per vehicle day Miles.				120
Goods stock.—					
24-08	Average authorized stock (in units) No.				2,629
Average number of wagons owned.—					
24-09	In units No.				2,452
24-10	In terms of four-wheelers No.				2,680
24-11	Average number of wagons on the line daily pooled and non pooled (in terms of four-wheelers) .. No.				2,796
Average wagon Load—(in terms of four-wheelers).					
Starting load.—					
24-12	Coal and coke (including revenue coal and coke) .. Tons.				9.62
24-13	Heavy merchandise				7.83
24-14	Light merchandise				4.68
During the run.—					
24-15	All traffic Tons.				5.73
24-16	Wagon miles per wagon day in terms of four-wheelers Miles.				41 4
24-17	Net ton miles per wagon day in terms of four-wheelers ..				174

No. 25—Statement of Density of Traffic.

Item.	H e a d i n g .					Number.
	Passenger Miles per annum—					
25·01	Per running track mile ..	..	..	..	..	198,886
25·02	Per route mile ..	..	..	..	..	198,886
	Net Ton Miles per annum—					
25·03	Per running track mile ..	..	..	..	..	176,299
25·04	Per route mile ..	..	..	..	..	176,299
	Gross ton miles per annum—					
25·05	Per running track mile ..	..	..	..	..	703,364
25·06	Per route mile ..	..	..	..	..	703,364
25·07	Train miles per running track mile per day ..	..	..	..	..	5·70
No. 26 (a)—Statement of Repairs of Rolling Stock.						
Engines—						
Average number under or awaiting repairs daily—						
In mechanical workshops—						
26(a)·01	Number ..	..	..	..	..	3.
26(a)·02	Percentage of Item 26(a) 01 to average total number on the line					2·80
In sheds and transportation workshops—						
26(a)·03	Number ..	..	..	..	..	5
26(a)·04	Percentage of item 26(a)·03 to average total number on the line.					4·67
Coaching Stock—						
Average number under or awaiting repairs daily (in units)—						
In Mechanical Workshops—						
26(a)·05	Passenger carriages ..	..	..	No.		26.
26(a)·06	Other coaching vehicles ..	..	..	No.		4
26(a)·07	Percentage of item 26(a)·05 to average total number on the line.					9·96
26(a) 08	Percentage of item 26(a)·06 to average total number on the line.					14 8.
In sick lines and transportation Workshops—						
26(a)·09	Passenger carriages ..	..	..	No.		6·72
26(a)·10	Other coaching vehicles ..	..	..	No.		0·12.
26(a)·11	Percentage of item 26(a)·09 to average total number on the line					0·27
26(a)·12	Percentage of item 26(a)·10 to average total number on the line.					0·44
Goods Stock—						
Average number of unserviceable wagons daily (in term of 4-wheelers)—						
In mechanical Workshops—						
26(a)·13	Number ..	..	..	..	..	60.
26(a)·14	Percentage of item 26(a)·13 to average number on the line daily					2 15.
Stabled, awaiting workshop repairs—						
26(a)·15	Number ..	..	..	..	..	Nil.
26(a) 16	Percentage of item 26(a)·15 to average number on line daily ..					Nil.
In sick lines and transportation Workshops—						
26(a)·17	Number ..	..	..	..	..	15
26(a)·18	Percentage of item 26(a) 15 to average number on the line daily.					0·54
Average number of hot boxes—(monthly)						
26(a)·19	Coaching ..	..	..	..	..	0·83
26(a)·20	Goods ..	..	..	..	..	11 4
26(a) 21	Coaching hot boxes per 10,000,000 vehicle miles ..					4
26(a)·22	Goods hot boxes per 1,000,000 wagon miles ..					3

No. 26 (b)—Statement of cost of repairs and Maintenance of Rolling stock.

Item.	Heading.	Number.
26(b)-01	Total equated engine miles	1,802,188
26(b)-02	Average number of coaching vehicles on line (in terms of 4 wheelers).	554
26(b)-03	Average number of wagons owned (in terms of 4-wheelers) including departmental.	2,953

	In mechanical workshop.	In transportation depots.	Total.
	Rs.	Rs.	Rs.
..	1,78,796	2,20,438	3,99,234
..	2,19,072	18,954	2,38,026
..	1,24,195	20,054	1,44,249
	Locomotives.		
	As	As.	As.
..	1.59	1.96	3.55
	Coaching—Stock.		
	Rs.	Rs.	Rs.
..	395.4	32.4	427.8
	Wagons		
	Rs.	Rs.	Rs.
..	42.1	6.79	48.9

Staff.—Number.	Department.	Amount or Number.
1937-38	(a) Agency	Nil
1936-37	(b) Accounts	4,018
1937-38	(c) Engineering	..
1936-37	(d) Transportation and Commercial	57,826
1937-38	(e) Mechanical Engineering	..
1936-37	(f) Medical	57,826
1937-38	(g) Telegraph	Nil
1936-37	(h) Watch and Ward	57,725
1937-38	(i) All Departments	252
1936-37	(j) Total	..
1937-38	(m) Indian Audit, and Accounts Service (or Deptt.)	..
1936-37	(n) Grand Total	..
1937-38	(o) Total Number—	..
1936-37	(p) Construction	..

Staff.—Number.	Department.	Amount or Number.
1937-38	(a) Agency	Nil
1936-37	(b) Accounts	4,018
1937-38	(c) Engineering	..
1936-37	(d) Transportation and Commercial	57,826
1937-38	(e) Mechanical Engineering	..
1936-37	(f) Medical	57,826
1937-38	(g) Telegraph	Nil
1936-37	(h) Watch and Ward	57,725
1937-38	(i) All Departments	252
1936-37	(j) Total	..
1937-38	(m) Indian Audit, and Accounts Service (or Deptt.)	..
1936-37	(n) Grand Total	..
1937-38	(o) Total Number—	..
1936-37	(p) Construction	..

No. 27 (a)—Statement of Coal Consumption—(Concluded).

Item.	Heading.	Amount or number.
	Average cost per ton (at pit's mouth or station of supply)—	
27(a) 16	Foreign coal Rs.	Nil
27(a) 17	Indian coal "	2.71
27(a) 18	Wood "	5.88
27(a) 19	Oil fuel "	..
	Average cost per ton (including all freight, both rail and sea, from pit's mouth or station of supply to engine shed from where issued to locomotives)—	
27(a) 20	Foreign coal "	Nil
27(a) 21	Indian coal "	14.89
27(a) 22	Wood "	5.88
27(a) 23	Oil fuel "	..

No. 27 (b)—Statement of coal consumption by classes of service.

27(b) 01	Passenger and total mixed.— Total tons of coal consumed Tons.	31,605
27(b) 02	Passenger and proportion of mixed.— lbs. of coal consumed per 1,000 gross ton miles .. lbs.	156.0
27(b) 03	Goods.— Total tons of coal consumed Tons.	19,533
27(b) 04	Goods and proportion of mixed.— lbs. of coal consumed per 1,000 gross ton miles .. lbs.	149.0
27(b) 05	Shunting including siding (all services).— Total tons of coal consumed Tons.	2,700
27(b) 06	lbs. per engine mile lbs.	28.1
27(b) 07	Departmental — Total tons of coal consumed Tons.	2,690
27(b) 08	Total tons of coal used on all locomotive services .. "	57,826
27(b) 09	Fuel consumed for other than locomotive purposes.— Water pumping stations "	1,474
27(b) 10	Electric generating stations "	..
27(b) 11	Miscellaneous purposes "	2,544
27(b) 12	Total "	4,018

No. 28—Statement of Efficiency.

	Goods and proportion of mixed.— Wagon miles.—	
28 01	Per shunting engine hour (excluding departmental) ..	768
28 02	Per engine hour (including departmental)	199
28 03	Net ton miles (excluding weight carried in departmental trains) per engine hour including departmental	800
	Gross ton miles (including weight of engine)—	
28 04	Per engine hour including weight of engine and departmental ..	2,081
28 05	Per train engine hour excluding weight of engine and departmental.	4,127

No. 29—Statement of Commodities.

Item.	Commodity.	Quantity originating on home line whether local or Foreign.	Other traffic.	Total.	Earnings from each Commodity.
		Tons. (In hundreds)	Tons. (In hundreds)	Tons. (In hundreds)	Rs. (In hundreds)
	FUEL.—				
	Coal and Coke and Patent fuel.—				
29·01	For the public	1,3	26,9	28,2	75,1
29·02	For Foreign Railway and Home Line construction ..	Nil	8,0	8,0	9,0
29·03	Total	1,3	34,9	36,2	84,1
29·04	Oil fuel	Nil.	6,0	6,0	1,22,8
29·05	Firewood and other fuel ..	13,8	1,0	14,8	32,5
	HEAVY MERCHANDISE —				
29·06	Rice in the husk	7	Nil.	7	4,0
29·07	Rice not in the husk ..	10,0	14,6	24,6	1,96,5
29·08	Gram and Pulse	5,5	58,3	63,8	4,52,1
29·09	Wheat	80,9	20,9	101,8	5,37,1
29·10	Jawar and Bajra	8,4	20,8	29,2	1,79,2
29·11	Other grains	3,2	24,1	27,3	1,94,4
29·12	Marble and stone	110,6	3,8	114,4	3,80,8
29·13	Salt	56,0	1	56,1	2,65,6
29·14	Sugar, refined and unrefined ..	1,1	33,6	34,7	3,02,8
29·15	Wood unwrought	1,1	5,7	6,8	32,3
29·16	Metalic Ores	Nil	Nil.	Nil.	Nil.
29·17	Oil seeds	69,2	9,5	78,7	7,14,6
29·18	Cotton, raw, pressed	44,8	4,8	49,6	5,05,0
29·19	Petrol (in bulk)	Nil.	4,0	4,0	1,80,7
29·20	Kerosine oil (in bulk) ..	Nil.	1,2	1,2	29,3
29·21	Molasses (in bulk)	Nil.	Nil.	Nil.	Nil.
29·22	TOTAL HEAVY MERCHANDISE ..	391,5	201,4	592,9	39,74,4
	LIGHT MERCHANDISE.—				
29·23	Cotton, raw, unpressed	30,5	1,2	31,7	1,88,7
29·24	Cotton manufactured	1,5	12,3	13,8	1,90,5
29·25	Fodder	10,1	8,4	18,5	88,6
29·26	Fruits & vegetables fresh ..	2,8	7,6	10,4	70,3
29·27	Gur, Jagree, Molasses etc. (not in bulk)	6	19,2	19,8	1,83,0
29·28	Jute Raw	Nil	1	1	2
29·29	Iron and steel wrought ..	2,2	14,6	16,8	2,18,0
29·30	Kerosine Oil (in tins)	2	7,8	8,0	1,70,7
29·31	Petrol (in tins)	8	6	1,4	42,0
29·32	Tobacco	6	4,2	4,8	75,7
29·33	Provisions	3,7	16,2	19,9	2,31,2
29·34	Manures (all kinds)	1	Nil	1	3
29·35	TOTAL LIGHT MERCHANDISE ..	53,1	92,2	145,3	14,59,2
29·36	OTHER COMMODITIES	85,1	54,7	139,8	12,32,7
29·37	TOTAL GENERAL MERCHANDISE ..	529,7	348,3	878,0	66,66,3
29·38	Military traffic	Nil	4	4	8,2
29·39	Live Stock	1,7	1	1,8	22,7
29·40	Railway Materials	122,2	9,9	133,1	80,1
	Materials and Stores on Revenue Accounts.—				
29·41	Fuel	3,9	64,9	68,8	1,67,1
29·42	General stores and materials ..	147,4	10,3	157,7	70,6
29·43	TOTAL	151,3	75,2	226,5	2,37,7
29·44	TOTAL ALL COMMODITIES	821,0	475,8	1,296,8	72,54,4

No. 30—Analysis of Operating Expenses for 1937-38.

TABLE A.

Maintenance of Structural Works.

Details.	Total amount.	Per equated track mile.	Percentage of total working expenses, 65, 78, 378
		717.2	
	Rs.	Rs.	Rs.
A I (a) (i) Administrative and Executive Officers ..	1,07,286	149.59	1.63
A I (a) (ii) Subordinate Supervising Staff ..	49,903	69.58	0.76
A I (a) (iii) Office Staff	53,994	75.26	0.82
I. Administration Total ..	2,23,560	311.71	3.40
A II 1 (a) TRACK—Ordinary repairs and maintenance (a)	5,31,224	740.69 Per 100 lineal feet of opening per track.	8.08
A II 1 (c) * BRIDGES—Ordinary repairs and maintenance(a)	31,264	154.95 Per 100 square feet of plinth area per floor.	0.47
A II 1 (d) † SERVICE BUILDINGS—Ordinary repairs and maintenance (a)	26,045	2.85	0.40
A II 1 (f) ‡ RESIDENTIAL BUILDINGS—Ordinary repairs and maintenance (a)	68,495	4.96	1.04
A II 1 (b)—(e) (g) (h) & (i) OTHER ITEMS—Ordinary repairs and maintenance.. .. (b)	13,099	.. Per equated track mile.	0.20
A II (1) ALL ITEMS TOTAL—Ordinary repairs and maintenance. (excluding credits) .. (a)	6,70,127	934.37	10.19
A II (2) Special Repairs and maintenance (excluding credits)	15,681	21.86	0.24
Maintenance of Equipment.—		Per Lever.	
A II (2) (e) § Signals and Interlocking .. (a)	16,184	8.73	0.25
A II—Total ordinary repairs & maintenance. (excluding credits)	8,05,074	1122.52 Per equated track mile.	12.24
Total Abstract A (excluding Replacement and Renewals or depreciation)	10,28,634	1,434.24	15.64

* Total lineal feet of opening of Bridges. 20,177.

† Total square feet of plinth area of service buildings. 912,890.

‡ Total square feet of plinth area of Residential Buildings. 1,382,243.

§ Total number of levers. 1,854.

(a) Includes the freight of stores pertaining to this head, booked in accounts under the head A II 6 (a).

(b) Excludes expenditure under Tunnels "included under Bridges" II (c).

No. 30—Working Expenses.—(Contd.)

TABLE B.

Maintenance and supply of Locomotive Power.

REFERENCE TO ACCOUNTS.		DETAILS.	(a)	(b)	(c)	(d)	(e)
Abstract and minor head.	Sub- head.		Total amount.	Per Engine mile. Total engine miles. 2,747,671	Per 1,000 gross ton miles. Total gross ton miles. 742,020,447	Per train miles. Total train miles. 2,196,315	Percentage of total expendi- ture under Abstracts A to G. 65,78,378
			Rs.	As.	Rs.	As.	
B.-I	1	GENERAL ADMINISTRATION TOTAL ..	1,28,728	0.75	0.17	0.94	1.96
II		ORDINARY REPAIRS AND MAINTENANCE.					
	1	Locomotives :—					
		(a) Running repairs	2,20,437	1.28	0.30	1.61	3.35
		(b) Workshop repairs	1,78,795	1.04	0.24	1.30	2.72
		(Out-turn from Manufacture suspense)					
	2	Rail motor—Total .. ..	..	..	..	..	..
	3	Equipment—Total	2,115	0.01	0.00	0.01	0.03
	4	New Minor Works	4,186	0.03	0.01	0.03	0.06
	5	Replacement and Renewals—Total ..	..	..	..	..	..
		Total Ordinary Repairs and Maintenance ..	4,05,533	2.36	0.55	2.95	6.16
		Operating Expenses.—					
III	1	Running Staff Total	2,52,021	1.47	0.34	1.84	3.83
	2	Fuel—Total	8,82,516	5.14	1.19	6.43	13.42
	3	Water, Wages and Stores	1,14,026	0.66	0.15	0.83	1.73
	4	Oil Tallow and other Stores	20,558	0.12	0.03	0.15	0.31
		Total (B III 3 and 4) ..	1,34,584	0.78	0.18	0.98	2.04
	5	Rail Motors—Total .. ..	..	..	..	..	..
	6	Payments to other Railways—Total ..	—4,056	—0.02	—0.00	—0.03	—0.06
	7	Miscellaneous expenses—Total ..	8,358	0.05	0.01	0.06	0.13
		Total Operating Expenses ..	12,73,423	7.42	1.72	9.28	19.36
		Total Abstract B. (excluding replace- ment and renewals or depreciation) }	18,07,684	10.53	2.44	13.17	27.48

No. 30.—Working Expenses.—(Contd.)

TABLE C.

Maintenance of Carriage and Wagon Stock.

Reference to Accounts.		DETAILS.	(a)	(b)	(c)	(d)
Abstracts and Minor head.	Sub-head.		Total Amount.	Per 1,000 vehicle miles run by home & foreign vehicles.	Per Train mile	Percentage of total expenditure under Abstracts A to G.
				Total Vehicle miles. 67,323,600	Total train miles. 2,196,316	65.78,378
			Rs.	Rs.	As	
C. I	1	General Administration-Total	1,06,861	1.59	0.78	1.63
II		Ordinary Repairs and Maintenance Coaching vehicles.—				
	1	(a) Running repairs	18,954	0.87	0.14	0.29
		(b) Workshop repairs — (Outturn from Manufactures Suspense) ..				
		Passenger Carriages	1,90,377	8.70	1.39	2.89
		Other Coaching Vehicles	28,694	1.31	0.21	0.44
	2	Rail Motors-Total .. ..	..	..	..	..
	3	Goods Wagons.—				
		(a) Running repairs	20,054	0.44	0.15	0.30
		(b) Workshop repairs	1,24,190	2.73	0.90	1.89
		(Outturn from Manufactures Suspense) ..				
	4	Running repairs to Foreign Railway vehicles and wagons	..	..	..	..
4A.		Damages and Deficiencies to interchanged stock ..	..	..	..	..
	5	Equipment-Total	5,185	.08	0.04	0.08
	6	New Minor Works	3,331	0.05	0.02	0.05
	7	Replacement and Renewals-Total .. ..	..	..	..	..
		Total Ordinary Repairs and Maintenance ..	3,90,790	5.80	2.85	5.94
III		OPERATING EXPENSES				
	1	Inspection of running vehicles-Total	49,882	0.74	0.36	0.76
	2	Payments to other Railways-Total .. ..	..	..	..	..
	3	Rail Motor	—6	—0.00	—0.00	—0.00
	4	Miscellaneous-Total	—8,159	—0.12	—0.06	—0.13
		Total Operating Expenses	41,717	0.62	0.30	0.63
		Total Abstract C (excluding Replacement and Renewals or Depreciation) }	5,39,368	8.01	3.93	8.20
Coaching Vehicle Miles			21,872,653			
Goods Vehicle Miles			45,450,953			
Total			67,323,606			

No. 30.—Working Expenses— (Contd)

TABLE D.

Maintenance and Working of Ferry Steamers and Harbours—Nil.

TABLE E.

Expenses of Traffic Department

Reference to Account.		DETAILS.	(a)	(b)	(c)
Abstracts and minor head.	Sub-head.		Total amount.	Per train mile. Total train miles. 2,196,315	Percentage of total expenditure under Abstracts A to G. 65,78,378.
E. I	1	GENERAL ADMINISTRATION—Total	Rs. 1,42,790	As. 1.04	2.17
II		ORDINARY REPAIRS AND MAINTENANCE.			
	1	Equipment—Total	28,069	0.21	0.43
	2	Replacement and Renewals—Total .. .. .	..	..	..
		Total—Ordinary Repairs and Maintenance. ..	28,069	0.21	0.43
III		OPERATING EXPENSES.			
	1	Salaries, Wages and Allowances.—			
		(a) General Operating Staff (Inspectors, canvassers etc)	19,845	0.14	0.30
		(b) Station Staff	3,74,886	2.73	5.70
		(c) Train Staff	73,937	0.54	1.12
		(d) Mileage and Overtime of train staff ..	31,483	0.23	0.48
		(e) Travelling Ticket Examining Staff ..	20,861	0.15	0.32
	2	Fires, Lights and general stores for stations and Sheds.	46,113	0.34	0.70
	3	Lighting, Water & general stores in trains ..	95,107	0.69	1.45
	4	Clothing	10,637	0.08	0.16
	5	Stationery, Forms and Tickets	46,382	0.34	0.71
	6	Expenses on handling, collection and delivery of goods—Total	59,010	0.43	0.90
	7	Expenses at out—agencies	2,813	0.02	0.04
	8	Payments to other Railways—Total	75,234	0.55	1.14
	9	Conference hire and penalty charges on inter-changed stock	66,347	0.48	1.01
	10	Compensation for goods, etc., lost or damaged Less—Sale proceeds of unclaimed and damaged goods Net	2,954	0.02	0.04
	11	Miscellaneous Expenses—Total	—1,324	—0.01	—0.02
		Total Operating Expenses	9,24,285	6.73	14.05
		TOTAL ABSTRACT E. (excluding replacement and Renewals or depreciation) ..	10,95,144	7.98	16.65

No. 30.—Working Expenses.—(Contd.)
TABLE F.—*Expenses of General Departments.*

Reference to Accounts.		DETAILS.	(a)	(b)	(c)
Abstracts and minor head.	Sub-head.		Total Amount.	Per train mile. Total train miles. 2,196,315	Percentage of total expenditure Abstracts A to G. 65,74,378.
F-1		GENERAL ADMINISTRATION.	Rs.	As.	P.
	1	London Boards .. .. .	..	..	..
	2	Share of Secretary of State's General Charges .. .. .	..	..	..
	3	Charges in India for Government Supervision control and Audit .. .. .	..	..	..
	4	Leave allowance in England	40,186	0 29	0 61
	5	Indian management and control —			
		(a) Agent's Office	70,058	0 51	1 07
		(b) Accounts and Audit Department	1,92,051	1 40	2 92
		(c) Store Department	73,633	0 54	1 12
		(d) Cash and Pay Department	16,526	0 12	0 25
		(e) Medical Department	29,067	0 21	0 44
		(f) Telegraph Department	59,978	0 44	0 91
		(g) Police	34,729	0 26	0 55
	6	Miscellaneous expenses	335	0 00	0 00
		TOTAL GENERAL ADMINISTRATION	5,16,563	3 77	7 85
II	1	ORDINARY REPAIRS AND MAINTENANCE.—			
	2	Telegraphs	99 9 4	0 73	1 52
	3	Equipment	869	0 01	0 03
		Replacement and Renewals—Total .. .. .	..	..	..
		TOTAL ORDINARY REPAIRS AND MAINTENANCE	1,01,863	0 74	1 55
		TOTAL EXPENSES OF GENERAL DEPARTMENTS. (EXCLUDING REPLACEMENT AND RENEWALS OR DEPRECIATION) }	6,18,426	4 51	9 40

No. 30.—Working Expenses.—(contd.)

TABLE G.—*Miscellaneous Expenses.*

G.1		GENERAL ADMINISTRATION	Rs.	As.	P.
	1	Law charges (less costs recovered)	1,336	0 01	0 02
	2	Rents of buildings and land .. .. .	..	..	..
	3	Rates and taxes	6,000	0 04	0 09
	4	Contributions to Provident Institutions	1,61,682	1 18	2 46
	5	Gratuities	94,714	0 69	1 14
	6	Compensation (other than those included in E/III-10) .. .. .	..	..	..
	7	Educational Grants	5,515	0 04	0 08
	8	Health and welfare service	19,895	0 15	0 30
	9	Publicity expenses	4,198	0 03	0 06
	10	For protection of Railway property	366	0 00	0 01
	11	Expenses in connection with the I. R. C. A.	2,274	0 02	0 01
	12	Miscellaneous contributions and grants	3,416	0 02	0 05
	13	Passage money	9,331	0 07	0 14
	14	Loss or gain caused by the Provident Fund deposits in sterling	—2,021	—0 01	—0 03
	15	Unpaid wages	—3,708	—0 03	—0 06
		TOTAL GENERAL ADMINISTRATION	3,03,025	2 21	4 60
III		OPERATING EXPENSES			
	1	Indian charges and Stores, excluding fuel	49,954	0 36	0 76
	2	Catering Department	2,152	0 02	0 03
	3	Miscellaneous expenses	3,44,367	2 51	5 24
		TOTAL OPERATING EXPENSES	3,96,473	2 89	6 03
		TOTAL MISCELLANEOUS EXPENSES	6,99,498	5 10	10 63

No. 30.—Working Expenses—(Contd.)

TABLE A to G.

Summary.

Details.	Total Amount.	Percentage of Total.	Remarks.
	Rs		
J.—General Administration	14,21,528	21.61	
II.—Ordinary Repairs and Maintenance	17,31,329	26.32	
III.—Operating Expenses	26,35,898	40.07	
IV.—(a) Replacement and Renewal—(J. R. Darbar Line)	5,96,854	9.07	
(b) Appropriation to depreciation reserve fund J. H. R. (British Section).	1,92,770	2.93	
Total (*)	65,78,379	100.00	

* Does not include figures for payment to worked line and Re. 1,45,480/- on account of Replacement and Renewals on J. H. R. (British Section)—Abstract A. 1,13,224
 B. 5,242
 C. 30,014
 1,48,480

No. 31.—Statement of Oil Consumption.

Item.	Heading	Number
	Lubricating oil used on engines (excluding shunting, siding and departmental).—	
31.01	Total pints—(Passenger and mixed services)	100,597
31.02	Total pints—(Goods services)	31,844
31.03	Pints per 100 engine miles—(Passenger and mixed services)	5.73
31.04	Pints per 100 engine miles—(Goods services)	5.10
	Lubricating oil used on coaching, goods and departmental vehicles—	
31.05	Total pints	53,441
31.06	Pints per 1,000 vehicle miles (Passenger and Goods) in terms of 4-wheelers	0.77

No. 32.—Statement of Electric multiple unit Suburban train Statistics for 1937–38.—Nil.

No. 33.—Statement of Steam Coach, Rail motor and Internal Combustion Coach performances for 1937–38.

Item.	Heading.	Metre Gauge. 3'—3½"
	(i) Steam Coach performance.	
	Nil.	Nil.
	(ii) Rail Motor performance.	
33.08	Average authorised stock (in terms of units)	1
33.09	Average number on the line (in terms of units)	1
33.10	Rail Motor miles	1,626
33.11	Rail Motor miles per rail motor day	4.45
	Rail motor failures.—	
33.12	Number	Nil.
33.13	Rail motor miles per rail motor failure	Nil.
33.14	Gallon of fuel consumed per 100 rail motor miles	9.59
	(iii) Internal Combustion Coach performances.—	
	Nil.	Nil.

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SECTION IV.

APPENDICES.

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APPENDIX D.

TABLE No. 1.

Number of persons reported during the year ending with the 31st March 1938, as killed or injured on the Jodhpur Railway (open line by the movement of trains and railway vehicles exclusive of train accidents, distinguishing between passengers, Railway servants and other persons, and classifying, as far as practicable, the nature and causes of the accidents occasioning the death or injury.

RAILWAY.		1000hours	
PASSENGERS.			
1. From falling between trains and platforms.		Injured.	1
2. Falling on to the platform, ballast, etc. when getting into or out of trains.		Killed.	1
3. Whist crossing the line at stations.		Injured.	1
4. By closing of carriage doors.		Injured.	1
5. Falling or jumping out of carriages during the travelling of trains.		Killed.	1
6. Other accidents.		Injured.	1
Total.		Injured.	6
SERVANTS.			
1. Whist coupling or uncoupling.		Injured.	1
2. By coming in contact, whist riding on vehicles, during shunting with other vehicles, etc., standing on adjacent lines		Injured.	1
3. Whist passing over or standing upon buffers during shunting.		Killed.	1
4. When getting on or off, or falling off engines, wagons, etc., during shunting.		Injured.	1
5. Whist braking, spreading or choking wheels.		Killed.	1
6. Whist attending to ground points, marshalling trains, etc.		Injured.	1
7. Whist moving vehicles by capstans, turn-cables, props, etc., during shunting.		Killed.	1
8. By other accidents, during shunting operations not included in the preceding.		Injured.	1
9. Total.		Killed.	1
10. From falling off engines, etc., during the travelling of trains.		Injured.	1
11. By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.		Killed.	1
12. When getting on or off engines, vans, etc. during the travelling of trains.		Injured.	1
13. Whist attending to or by the failure of machinery, etc., of engines in steam.		Killed.	1
14. Whist working on the permanent-way sidings, etc.		Injured.	1
15. Whist attending to gates at level crossings.		Killed.	1
16. Whist walking, crossing, or standing on the line on duty.		Injured.	1
17. From being caught between vehicles		Killed.	1
18. From falling or being caught between trains and platforms, walls, etc.		Injured.	1
19. Whist walking etc. on the line on the way home or to work.		Killed.	1
20. Miscellaneous.		Injured.	1
21. Total.		Killed.	1
Total Servants.		Injured.	1
Whist passing over the railway at level-crossings.		Killed.	1
Trespassers.		Injured.	1
Suicides.		Killed.	1
Miscellaneous.		Injured.	1
Total others.		Killed.	1
TOTAL ALL CLASSES.		Injured.	12
		Killed.	14
		Injured.	129
		Killed.	108
		Injured.	1
		Killed.	1
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		Injured.	1
		Killed.	1

APPENDIX D.—(Contd).

TABLE No. 2.—TRAIN ACCIDENTS.

Accidents to Trains, Rolling-Stock and Permanent Way, etc., reported during the year ending with the 31st March 1938 as having occurred on the Jodhpur Railway (open line) distinguishing the different classes of accidents and the number of passengers, railway servants and others killed or injured in each class of accidents.

	Number.			No. of passengers.		No. of servants.		Others.		Total all classes.	
	Accident reported to Local Government under section 83 of the Indian Railways Act 1890 (IX of 1890)	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.
6. Collisions between light engines.
7. Derailments of passenger trains— (a) Due to trains travelling in the wrong direction through points. (b) Other causes ..	.. 2	..	2	..	..	..	..	..	..	..	..
8. Other derailments— (a) Due to trains travelling in the wrong direction through points. (b) Other causes	3	3	..	..	..	..	..	..	..	..
9. Accidents due to failures of engines and rolling stock— (a) Failures of engines due to faulty design, material or workmanship in the mechanical Department .. (1) Boilers and tubes .. (To include all failures when the engine is working a train or when there is serious damage done to property, loss of life or injury, not otherwise). (2) Machinery, springs, etc. .. (To include all failures of engine on trains when the delay to trains is an hour or over. Failures when merely shunting in yards are not to be included). (b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff. (1) Boilers and tubes, .. (To include all failures when the engine is working a train or when proceeding to work a train or when there is serious damage done to property, loss of life or injury, not otherwise).
Carried Over ..	2	7	9	..	..	..	..	..	..	..	..

TABLE No. 2—TRAIN ACCIDENTS—(Concluded.)

	Number.			No. of passengers.		No. of servants.		Others		Total all classes.	
	Accident reported to Local Government under Section 83 of the Indian Railways Act, 1900 (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Brought Forward ..	2	7	9	..	..	..	..	..	..	..	..
(2) Other causes, ..	..	18	18	..	..	..	..	..	..	..	..
(To include all failures of engine on trains or when proceeding to work a train when the delay to trains is an hour or over. Failures when merely shunting in yards are not to be included).											
(c) The failures of tyres, ..	..	..	..	..	..	..	..	..	..	..	..
(d) The failure of wheels, ..	..	..	..	..	..	..	..	..	..	..	..
(e) The failure of axles, ..	..	..	..	..	..	..	..	..	..	..	..
(f) The failure of brake apparatus, ..	..	..	..	..	..	..	..	..	..	..	..
(g) The failure of couplings and draft gear.	..	15	15	..	..	..	..	..	..	..	..
(h) Other Rolling Stock failures:—											
To include all failures to rolling stock which are not covered by items 9 (a) to 9 (g).	..	..	..	..	..	..	..	..	..	..	..
10. Accidents, due to failure of permanent way, etc:—	..	..	..	..	..	..	..	..	..	..	..
(a) Broken rails, ..	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc,	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	2	..	2	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments.	..	..	..	..	..	..	..	..	..	..	..
11. Accidents due to fire—											
(a) Fire in trains, ..	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts,	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents:—											
(a) Passenger trains travelling in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line.	..	73	73	..	..	..	..	..	..	..	..
(c) Trains running over obstructions on the line.	..	8	8	..	..	..	..	..	..	..	..
(d) Trains running through gates at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(e) <i>Train wrecking</i> :— (To include accidents to trains (as defined in paragraph 1, chapter I of the General Rules for all open lines of railways in British India) which in the opinion of the authorised officer are caused by wilful tampering with the permanent way or by other means with the intention of wrecking trains.)	..	..	..	..	..	..	..	..	..	..	..
(f) <i>Attempted train wrecking</i> :— (When in the opinion of the authorised officer the permanent way has been tampered with wilfully with the intention of wrecking a train although an accident to a train has not occurred).	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous.	..	..	..	..	..	..	..	..	..	..	..
Total ..	4	124	128	..	..	..	..	..	..	..	..

NOTE:—Average No. of persons employed—4,462

APPENDIX D—(contd.)

TABLE No 3

Return of persons (a) reported during the year ending with the 31st March 1938, as having been killed or injured on the Jodhpur Railway by accidents in which the movement of vehicles used exclusively upon railways was not concerned.

	NUMBER OF PASSENGERS.		NUMBER OF SERVANTS.		OTHERS.		TOTAL ALL CLASSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at Stations
2. By being struck by barrows, or by falling over packages, etc., on platforms
3. From falling off platforms
4. Whilst loading, unloading or sheeting wagons
5. Whilst moving or carrying goods at stations, etc.
6. Whilst working at cranes or capstans
7. By the falling of wagon doors, lamps, bales of goods, etc.
8. From falling off, or when getting on or off stationary engines or vehicles
9. From falling off platforms, scaffolds, ladders etc...
10. By stumbling whilst walking on the line or platforms
11. Whilst attending to stationary engines in sheds
12. By being trampled on or kicked by horses
13. Whilst working on the line or in sidings
14. Miscellaneous	1	..	7	..	6	..	14
Total	1	..	7	..	6	..	14

(a) See rules 11 and 12 of Railway Board's Notification No. 390-5. T-23 of 29th August 1923.

TABLE No. 4.

Return of accidents occurring during the year ending 31st March 1938, {
on the Jodhpur Railway { Nil.

APPENDIX D.—(Contd.).

TABLE No. 5.

Accidents to Railway servants caused by the movement of Trains and Railway vehicles exclusive of Train Accidents classified in respect of primary causes during the year ending with 31st March 1938, on the Jodhpur Railway.

CAUSE.	MOVEMENT CASES.			
	Killed.	Percentage.	Injured.	Percentage.
1. Misadventure or accidental .. .. .	..	..	2	100%
2. Want of caution or misconduct on the part of the injured person	1	100%	..	..
3. Want of caution or breach of rules, etc. on the part of servants other than the persons injured .. .. .	..	..	..	..
4. Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working .. .. .	..	..	..	..
5. Defective apparatus appliances, etc., or want of sufficient appliances, safeguards, etc. .. .. .	..	..	..	..
Total ..	1	100%	2	100%

APPENDIX E.

Statement of rolling stock fitted with automatic brakes, vehicles, lighted by gas or electricity and lower class carriages provided with latrine accommodation on the 31st March, 1938.

Item.	Heading.	Number or percentage.
	Gauge	Metre.
	<i>Locomotives—</i>	
2'01	Total number on the line	107
2'02	Number fitted with automatic brakes	90
2'03	Percentage of total	84'1
	<i>Coaching vehicles (including brake vans used exclusively on passenger service)—</i>	
3'01	Total number	345
3'02	Number braked	299
3'03	Percentage of total	86'7
3'04	Number piped	14
3'05	Percentage of total	4'06
	<i>Goods vehicles (including brake-vans used indiscriminately on passenger mixed or goods service but excluding brake and their dummy trucks).—</i>	
4'01	Total number	2,695
4'02	Number braked	108
4'03	Percentage of total	4'01
4'04	Number piped	54
4'05	Percentage of total	2'00
	<i>Passenger Vehicles—</i>	
5'01	Total number on the line	313
5'02	Number fitted for lighting with gas .. .. .	..
5'03	Percentage of total .. .. .	..
5'04	Number fitted for lighting with electricity	293
5'05	Percentage of total	93'6
	<i>Lower class carriages provided with latrine accommodation—</i>	
	<i>Intermediate class—</i>	
6'01	Total number	13
6'02	Number provided with latrine accommodation	13
6'03	Percentage of total	100%
	<i>Third Class—</i>	
6'04	Total number	98
6'05	Number provided with latrine accommodation	98
6'06	Percentage of total	100%
	<i>Composite containing intermediate or third class accommodation—</i>	
6'07	Total number	113
6'08	Number provided with latrine accommodation	113
6'09	Percentage of total	100%
6'10	Total number of lower class carriages	224
6'11	Number provided with latrine accommodation	224
6'12	Percentage of total number	100%

Item No. 201—No. 107 includes one engine employed for shunting in workshops.

Item No. 3 01—Excludes—

(i) State Saloons	..	..	..	..	..	..	7
(ii) Relief or Accident vans	..	..	..	..	..	..	5

But includes—

(i) Officers Saloons Bogie	..	..	..	..	..	4
(ii) Officers Saloons 4-wheeled	..	..	..	..	..	13
(iii) Inspectors Rest vans 4-wheeled					..	7
(iv) Drivers or Trains crews rest vans 4-wheeled	..	..	..	..	..	17

41

Item no. 3.02—Excludes Accident van bogie

Item No. 304—Enclaves Relief or Accident vans 4-wheeled

Item No. 4.01—Excludes 1 Crane and its Dummy truck

But includes Departmental wagons as—

Water tanks travelling .. .. .	..	..	..	..	..	..	..	61
Store Vans .. .. .	..	..	..	..	..	..	..	6
Wheel van .. .. .	..	..	..	..	..	..	..	1
Open and covered wagons 4-wheeled for moving scrap material in shops and stores ..	..	..	..	..	..	..	..	5
Covered wagons for housing Motor trallies .. .. .	..	..	..	..	..	..	..	7
Low-sided open wagons with small tank of water .. .. .	..	..	..	..	..	..	..	5

82

Item No. 501—Includes 4 Dining Car Bogie.

Item No. 6'07—Includes 1st and 2nd class forming part of the whole carriage including Inter & 3rd class as—

1st, 2nd and inter class bogie	7
1st, 2nd, Inter and 3rd class bogie	20
2nd and Inter class 4 wheeled	1

Item.	Heading.	Amount.
1	<i>Cost of the Police Force—</i> Contribution to local Government for Crime and Order Police	Rs. 7,021
2	<i>Cost of Watch and Ward Staff—</i>	
2'01	Watchmen	24,600
2'02	Contingencies	3 108
3	Total cost to the Railway	34,729
4	<i>Total cost—</i>	
4'01	Per route mile	32 9
4'02	Per train mile	0'02

